

THE "SIX"

Force-feed lubrication; oil filter—plenty of clean oil
Semi-automatic choke control—no oil dilution
Thermodynamically controlled cooling, fully automatic

HONG KONG HOTEL GARAGE

25, Queen's Road C. & at Stubbs Road.
The Hong Kong & Shanghai Hotels, Ltd.

The China Mail

ESTABLISHED 1845

No. 27,690

HONG KONG, THURSDAY, JANUARY 8, 1931.

PRICE \$3.00 Per Month.

TO CAR OWNERS

Use RUBBER Matting for the Floor and Running Boards of your Car;

Washable,
Durable,
More economical than
Carpet or Linoleum,
NEATER and CLEANER.

Quotations from: Telephone 24554.
Dunlop Rubber Co. (China), Ltd. Pedder Bldg.

END OF ALLEGED ARSON TRIAL.

Judge's Summing Up to the Jury.

VERDICT AND SENTENCES.

The final stage in the trial of three men for conspiracy to commit arson was reached this morning, when the Chief Justice (Mr. J. R. Wood) delivered his summing-up to the jury.

In his opening remarks, His Lordship stated that the conspiracy might have taken place any time between July 8 and October 9, the dates mentioned by the prosecution. He further explained that if any one man were found guilty, he could be convicted independent of the others. He wished them to follow the summing-up very closely, as the evidence as between first and second prisoner differed considerably.

The onus of proof was upon the Crown, and he wished to make it clear, as Mr. Jenkin had pointed out yesterday, that nobody was to be convicted in the Courts on anything that was a mere guess or supposition. There must be reasonable proof for a conviction. Anything short of that was not enough.

What is Conspiracy? His Lordship went on to define what constituted conspiracy. In this connection they had been asked yesterday not to reason back to the actual fire, as it formed no part of a charge of conspiracy, but merely to consider the evidence up to the date of the fire. "I do not agree," said His Lordship. "The fire and the surroundings of the fire are among the facts placed before you, and if there is any inference you are entitled to draw it. You are not confined to certain facts. You must consider the whole set of facts put before you."

Question of Facts. Mr. Jenkin had also said yesterday that certain facts should be considered separately, to ascertain whether they inferred guilt or innocence. He had added that if there was only one fact inconsistent with guilt the others should be discarded. He himself, however, considered that all the facts should be considered together. If one fact considered alone could be shown to be connected with the others, there was something more than a hasty inference, but a cumulative effect, which might give an entirely different inference.

"Don't Think There is a Fact." Counsel for the defence had also said that suspicion disappeared if one fact inferred innocence. "That is true," said His Lordship. "But I have listened very carefully in order to discover what would be the one fact to prove the prisoners' innocence. I don't think there is a fact."

Evidence in Review. His Lordship then went on to review the evidence. There was on the face of it sufficient to enable the jury to draw the legitimate inference that there had been an attempt at arson. The next step was to find out whether the prisoners were involved.

Reviewing the case for the Crown, His Lordship gave details of the renting and insurance of the building at 77, Wing Lok Street, winding up by stating that the premises had been rented in the name of Tin Sang Tong, and insured to the total value of \$81,000, policies being issued. "It has been suggested that it is for the Crown to show that the accused, either or both, were members, or part members, of the Tin Sang Tong," he said, "and if it were a question of ordinary individual liability for debt the evidence offered might well be held insufficient. But that is not the point. The point is whether they were co-operating with the Tin Sang Tong to commit this crime. The matter is not concluded by considering whether these two men were partners in the firm."

Well-Known at 77. As regards the value of goods when the Police took over, His Lordship thought the small amount might be quite possible for various reasons. However, it appeared from the Crown's evidence that first prisoner was habitually "on the premises," and was known to be the owner of the premises. With this, which had been admitted by the first prisoner, the Crown's evidence was supported by the evidence of several witnesses.

BANDITS' THREAT TO SHEKKI MERCHANTS.

To Bomb Tow-Boats from Canton.

LETTER IGNORED.

Canton, Yesterday. Finding no reply to their request of extorting "water money" from Hang On, Man Sang and Wing Tai Hing tow-boats which are plying between Canton and Shekki, the "Nam Pun Shun" bandits have addressed a letter to the Shekki Chamber of Commerce, threatening to bomb the tow-boats in case of their request being still ignored, and in the meantime advising the people not to embark on them so as to avoid any danger.

Upon receipt of the letter, the Chamber of Commerce petitioned the Chung Shan Government for adequate protection in order to maintain the river traffic.—Canton News Agency.

CHESS CONGRESS.

TOURNAMENT WON BY DUTCH MASTER.

CAPABLANCA DEFEATED.

London, Yesterday. The premier tournament of the Hastings Chess Congress was won by the Dutch master, Dr. Euwe, with seven points, against Capablanca's six and a half points. The Indian, Sultan Khan, was third with six points.—Reuter.

THE VERDICT.

At 3.25 the jury returned a verdict of Guilty against first and second prisoners on the charge of conspiracy, and the third prisoner was found not guilty on all three counts.

First prisoner was sentenced to three years' hard labour, and second prisoner to two years' hard labour.

nesses went to prove his residence there.

As regards Mr. Jenkin's contention that a witness who spoke as to being asked about insurance and arson by the first prisoner gave information to the Police from personal motives, His Lordship thought this might be possible. The jury would attach what importance they thought fit to this deposition.

First Prisoner An Agent? In regard to the evidence of the insurance broker as to handing over the policies, and receiving payment later it seemed definite that he dealt with the first prisoner as the agent of Tin Sang Tong. It also seemed quite clear that the inflammable material was introduced into the premises by the Po Tai, as the Crown alleged.

First prisoner's presence on the premises at Po Tai both before and after the fire also seemed to be proved. It seemed clear that he absented himself from there on the night after the fire, and was later taken to the Police Station unwillingly.

Weight of Evidence. Completing his instructions, His Lordship said he had dealt with the evidence against No. 1 and No. 2 prisoner separately, and without bringing in the evidence of the third accused.

On the fact of it, he thought there was considerable evidence against the first accused, but only a small amount against the second. The evidence of the third prisoner, however, had to be taken into account. It seemed to him that the verdict against the second prisoner was entirely based upon it, whilst it made the evidence against the first man very much stronger.

"If you believe the story of the third prisoner," he said, "after going through the man's evidence and statements," "it seems to me, in fact, that the evidence is conclusive against the two others. Falling that, there is slight evidence against the second prisoner, and considerable evidence against the first."

ARABIA ABREAST OF THE TIMES.

Wireless Station to Be Built at Mecca.

PILGRIMS TO BROADCAST?

Rugby, Yesterday. The King of Hedjaz and Nejd has contracted with the Marconi Company for a system of telegraphic communication for Arabia. Fifteen wireless stations will link every important centre in the joint Kingdom and four Marconi sets fitted in lorries are also to be supplied as mobile telegraph stations, which will enable King Ibn Saud to keep in constant touch with his two capitals in Mecca and Riyadh during his desert journey. In Mecca and at Riyadh, 400 miles distant, powerful telephone and telegraph transmitters and modern receivers will be installed and the King will be able to talk between his two Palaces by means of special microphones. A British engineer will supervise the installation outside Mecca and to provide for their maintenance afterwards King Ibn Saud has sent four of his subjects for instruction in the Marconi School.—British Wireless Service.

HOPES OF PEACE.

BRIGHTER OUTLOOK IN COAL INDUSTRY.

POINTS AT ISSUE.

Rugby, Yesterday. Hopes of a coal peace in South Wales at present centre in the conversations between the owners and men's leaders, which began to-day in the presence of Mr. W. Graham, President of the Board of Trade, and Mr. F. Shinwell, Mines Secretary. The Conference has adjourned and the Ministers will not attend the resumed meeting, but will be available for consultation.

An official statement says that the points at issue have been definitely narrowed and if the joint meeting agrees the dispute will be referred to the Conciliation Board, and the negotiations for settlement should have a favourable result.—British Wireless Service.

Joint Conference.

Rugby, Yesterday. Following conversations which the Ministers held yesterday, first with the men and then with the owners, a joint conference between representatives of the South Wales coal owners and their workmen began to-day at the Board of Trade.

Mr. Graham, President of the Board of Trade, was chairman, and Mr. Shinwell, the Mines Department chief was also present.—British Wireless Service.

UNLICENSED BOAT.

WAS IT USED FOR SMUGGLING WINE?

Before Commander J. B. Newell in the Marine Court this morning, a boat woman named Chau Sap was charged with (1) failing to take out a licence for her fishing boat; and (2) failing to carry a bright white light at the foremast head of the boat while under way at 10 p.m. yesterday in the vicinity of Aberdeen.

She admitted both charges, and when asked by the Magistrate what she had to say about it, she said she had only recently bought the boat, whilst with regard to the light she said that it was blown out by the wind.

Lance-Sergeant Wilcox, of the Water Police, who had charge of the case, said that the woman was handed over to him by Revenue Officer Humphrey.

R.O. Humphrey said that at about 10 p.m. yesterday he stopped the boat just before reaching Aberdeen. It was sailing without lights. With the accused was a man whom she claimed was her fold and consequently, he was not charged. In the boat were found seven huge Chinese jars which had recently contained Chinese wine. From the bottom of the jars, and in the presence of the accused, he found a quantity of the wine. It was a converted fishing boat. The Magistrate imposed fines of \$5 on each charge.

PLOT TO DESTROY SUGAR FIELDS.

Military Ordered to Shoot Incendiaries.

CAMPAIGN OF ARSON.

Havana, Yesterday. The Government have discovered a plot to destroy the sugar cane fields in Cuba by a campaign of arson, starting on January 15. The military have been ordered to keep a vigilant watch on all sugar properties throughout the island, and are instructed to shoot or kill anyone attempting to set fire to the cane fields. It is proposed to organise a special militia to protect sugar planters and manufacturers.—Reuter's American Service.

SEQUEL TO MUTINY ON H.M.S. LUCIA.

H.M.S. Norfolk to Join Atlantic Fleet.

ADMIRALTY DECISION.

London, Yesterday. It has been decided that the cruiser Norfolk and accompanying submarines shall proceed to Lisbon on January 8 with the Atlantic Fleet.—Reuter.

[An earlier message stated:—It is understood that the "L" class of submarines (which form one of the most important units of the Spring manoeuvres), of which the Lucia is depot ship, will also be unable to leave Plymouth. The movements of the cruiser Norfolk, whose captain is one of the members of the Lucia Court of Enquiry are also, it is reported, cancelled.]

REDUCED DIVIDEND.

"BIG FIVE" BANK NOT TO FOLLOW SUIT.

MATTER OF POLICY.

London, Yesterday. The example of Lloyd's Bank in reducing its dividend has not been followed by three other members of the "Big Five" group—Barclays, Midland and Westminster Banks. They have announced their dividends at the same figure as last year. Barclays is paying a maximum of 10 per cent. on "A" shares, and 14 per cent. on "B" and "C" shares. Midland will pay 18 per cent. on all classes. The maximum of the Westminster is 12½ per cent. on one sterling share and 20 per cent. on four. The decision to maintain the dividend rate is a matter of policy, since all three banks are showing profits appreciably less than in 1929.—Reuter.

LIBERIA SLAVERY.

AMERICA'S WARNING TO THE GOVERNOR.

Washington, Yesterday. Following the recent revelations at Geneva alleging that nearly all the high officials in Liberia were implicated in slavery, Mr. Stimson has sent a letter to the Governor of Liberia demanding that he end the slave traffic, upon pain of forfeiture of American friendship, and declaring that international opinion will not any longer tolerate the twin evils of slavery and forced labour.—Reuter's American Service.

FALSE LABELS.

FIND IN A HUT AT LYSEUM.

A Chinese woman and two men were brought before Mr. R. E. Lindell at the Central Magistrate's Court this morning charged with the unlawful possession of 826 false labels, at an unnumbered hut at Lyseum.

Mr. H. A. Taylor, Monopoly Analyst, in asking for a remand, mentioned that in a locked hut in the village they found a large number of papers, an adjusting machine, and about 40 jars of Chinese spirits. He believed the woman to be the wife of the principal tenant. His Worship remanded the defendants for a week on bail of \$500 each.

TRAGEDY ATTENDS ITALIAN FLIGHT.

Five Men of Atlantic Squadron Killed.

LOAD TOO HEAVY.

Rome, Yesterday. It transpires that five men were killed when Colonel Balbo's seaplanes took off for their trans-Atlantic flight from Bolama. A message from Bolama states that after climbing 150 feet one plane was forced down on its right float, badly injuring Sergeant-Major Fois, who was inside the float, which is large enough to carry passengers, and killed three others inside. The float was slightly damaged. The second plane had a forced landing at high speed after only 10 minutes' flight. The plane caught fire and Captain Boer (the Commander), Lieutenant Barolotti, Sergeant Nensi, and the wireless operator, Imbastari, were incinerated. Both accidents were due to the heavy load the planes had to carry for the flight. One of the two other planes which came down in the sea is expected to arrive at Fernando Noronha to-day, and the other to-morrow.—Reuter.

Earlier Cable.

Port Natal, Yesterday. The machine-like precision with which General Balbo's squadron swooped down after their 1,700 miles trans-Atlantic flight, aroused tremendous enthusiasm locally. The airmen, who were very tired, were driven in a triumphal motor-car procession to the house of the State Governor.

Gen. Balbo, interviewed by Reuter, praised the magnificent air-formation of the personnel in tackling the difficulty of maintaining formation in the face of adverse weather, and safely bringing in ten out of twelve planes, as to which, before the start, Gen. Balbo had declared he would be satisfied if half the squadron concluded the journey uninjured. It is stated that the seaplanes will be sold to the Brazilian Government on their arrival at Rio de Janeiro.—Reuter's American Service.

FLIGHT RESUMED.

"TRADE WIND" REFUELS AT BERMUDA.

TINNED FOOD CARGO.

Hampton, Roads, Yesterday. With 200 lb. of tinned food as cargo, the "Trade Wind" resumed her flight. She calls again at Bermuda to re-fuel.

Mrs. Beryl Hart, who is a widow, left New York on January 4 in her light aeroplane "Trade Wind," accompanied by Flight-Lieut. MacLaren, in an attempt to fly the Atlantic and reach Paris. Bermuda, Yesterday. The "Trade Wind" arrived here for re-fuelling purposes to-day. She will leave for the Azores on January 8.—Reuter.

FLIGHT POSTPONED.

MISS AMY JOHNSON DECIDES TO GIVE UP.

WEATHER TOO BAD.

Warsaw, Yesterday. After consultations to-day, Miss Amy Johnson has decided to postpone her flight to Moscow en route to Peking until later in the year, owing to the bad weather, but she will leave for Moscow by train on Friday to interview the Soviet aviation authorities and collect data in regard to her flight.—Reuter.

ARGENTINE TOUR.

BRITISH PRINCES TO SAIL ON JANUARY 17.

MAY FLY TO PARIS.

London, Yesterday. H.R.H. the Prince of Wales and Prince George will depart on their South American tour on January 17 to join their steamer at Santander. They will probably fly from London to Paris.—Reuter.

HAPPIER SPIRIT AT INDIAN PARLEY.

Favourable Result of Lord Reading's Speech.

PUBLIC DEBT DEBATE.

Rugby, Yesterday. It is anticipated that the Federal Structure Sub-committee of the Indian Round Table Conference will complete its work early to-morrow afternoon and the Chairman will at once begin the task of preparing his report. The most important speech to-day was by Sir Bhupendra Mitra, High Commissioner designate for India in London, who is recognised as an eminent authority on financial matters. Regarding the public debt, he said that all that was required was a clause in the statute acknowledging in explicit terms India's liability to pay the debt and interest, which should be the second charge on the consolidated fund. He was not in favour of any examination of that debt, but agreed that if any future dispute arose the matter should be referred to an independent tribunal.

The Empire Court which the Imperial Conference recommended would be a suitable tribunal. Let there be no more talk of repudiation.

FINE TO CLOUDY.

To-day's weather report from the Royal Observatory states: The anti-cyclone central to the north of Korea is unchanged.

Strong monsoon prevails along the S.E. coast of China and moderate to fresh monsoon over the N. China Sea.

Forecast:—N.E. winds; moderate; fine to cloudy.

Rainfall to 10 a.m. to-day 0.10 inch. Rainfall since January 1, 0.11 inch against an average of 0.18.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	61
Macao	61
Pratas Island	68
Manila	70
Foochow	52
Amoy	56
Swatow	58
Chefoo	32
Shanghai	43

son why a future Dominion Government of India should not subscribe to the conditions laid down under the rules which applied to other States whose loans were classed as trustee securities.

Precipitating A Crisis.

As to safeguards for securing a disinterested responsibility of no safeguards which would not distract from the responsibility of the Ministry to produce a balanced budget and thus precipitate a crisis. The greatest safeguard against a financial breakdown lay in responsibility. He hoped that when a responsible Government was introduced with a minimum of safeguards, his countrymen would rise to their responsibility and with the help of the Princes, who would form the element of federation, an effort would be made to raise the amount of gold required for establishing a reserve bank without external assistance. If a breakdown occurred let them dismiss the House. At the last resort let them suspend the constitution. He appealed to his British colleagues not to provide in the new constitution for the imposition of safeguards much in excess of those introduced at the outset in the constitution of Canada.

Stable Elements.

Mr. Gavin Jones, representing European business interests agreed with Sir Bhupendra Sapru's proposals, provided a really workable constitution was evolved in which the States were included and the necessary safeguards were introduced. He saw no alternative to giving a large measure of responsibility to the legislature representative of all interests and in which the stable elements would prevail. There ought to be a strong representation of the Crown by nominated representatives, as the Crown would be responsible for a big part of the expenditure.

Full Independence.

Mr. Jinnah, supporting Sir Bhupendra Sapru's proposals, said

POMP OF MARSHAL'S FUNERAL.

Impressive Scene at Burial of Joffre.

CROWD'S HOMAGE.

Paris, Yesterday. Hoar frost scintillated upon the crepe-trimmed flags as, long before daylight, numerous precursors of the huge concourse to follow took up their stand for one of the greatest funerals of the century.

By 8.30 the square of the Cathedral of Notre Dame was packed as Ambassadors, Generals and statesmen passed into the interior, where in front of the choir Marshal Joffre's coffin was set high on a black pedestal, covered with a tricolour, beneath a huge black canopy suspended from the roof.

At the conclusion of the impressive Te Deum service, the procession formed, headed by mounted Republican Guards, after whom came detachments of the Coldstream Guards, American officers and Belgian infantry, after whom came two red-robed Cardinals and a score of purple-clad Bishops. Then followed the coffin-capped gun-carriage, flanked by an infantry escort, and followed by personal representatives of the foreign Chiefs of State, Diplomatic Corps and Deputies.

The whole cortege, like a variegated ribbon, moved to musical strains slowly through the sombre streets, on the three mile route to the Invalides, where the coffin was removed for the homage of a salute by members of the procession, who walked past.

Finally, accompanied by a privileged few, including the Marshal's relatives, the coffin passed within, to rest until it is taken later for burial at Louveiennes, in accordance with the Marshal's own request.—Reuter.

Rugby, Yesterday. A Requiem Mass for the late Marshal Joffre was held at Westminster Cathedral this morning.—British Wireless Service.

JAIL FOR ASSAULT.

Li Kwai, the Chinese who was charged earlier this week with robbery of \$5.30 and two keys from Ng Kam-shui, a public car driver, in Tai Po Road on December 11, was discharged by Mr. Butters at the Kowloon Magistrate's to-day, on the charge of larceny, but was sentenced to six months' imprisonment for assault.

NEW BRAZILIAN MINISTER.

Nanking, Tuesday. The new Brazilian Minister is coming to China from Velloso en route, via Europe, and is expected to arrive in Shanghai on March 22.—Canton News Agency.

tion or examination of the debt. As to external loans he saw no reason that one powerful section of his country demanded complete independence. Another section expected real Dominion Status. He agreed that a responsible Government could not be given without safeguards for minorities. He was under no misgiving that Dominion Status or a completely responsible Government was contemplated, but the measure of responsibility must be such as would command the support of politically-minded India and would win over the bulk of supporters that had been gained.

At an earlier session Sir Sayed Sultan Ahmed said that Lord Reading's speech had created an extraordinarily favourable impression in India and particularly in Bombay. He accepted all the safeguards Lord Reading had stipulated and agreed that the Viceroy's powers should be very extensive.—British Wireless Service.

Maulana's Wish.

The Secretary of State for India in Council has informed the relatives of the late Maulana Mohamed Ali, of his wish that the cost of conveying the embalmed body of the late delegate to India should be met from the public revenues. By express wish of the Maulana, a political testament, he dictated only two days before his death, containing suggestions for adjustment of the Hindu-Muslim differences, is being sent to the Prime Minister in order that it may be brought before the Round Table Conference.—British Wireless Service.

BUSINESS DIRECTORY

AUTUMN FASHIONS.

PLUS FOURS
AT
THE SMARTEST
TAILORS
IN
TOWN.

WING HING CO.
Gentlemen's Tailors
64 Queen's Rd. C.
Tel. 21417

BOOKS.

NEW YEAR CARDS
from
THE BOOK AND BIBLE DEPOT.
Wyndham Street.

CURIOS AND ANTIQUES

JADE TREE, INC.
PENINSULA
HOTEL ARCADE
Tel. 58081.

**NEW SHIPMENT
OF
BEAUTIFUL LINGERIE
PYJAMAS
MANDARIN COATS
EMBROIDERIES.**

DENTIST.

HARRY FONG, Dentist.
1st floor, No. 74, Queen's Road
Central. Tel. 21255.

TANG YUK, DENTIST
Successor to
the late SIEN TING.
14, D'Aguiar Street.

**TERMS VERY MODERATE
Consultation Free.**

**20% DISCOUNT
at
THE BEAUTY
DRY-CLEANING &
DYEING CO.**
48, Nathan Road,
Kowloon.

ELECTRICAL SUPPLIES.

**THE GLOBE FOK CHEONG
ELECTRICAL SUPPLY CO. LTD.**
72, Queen's Road, Central.
Tel. 23270.

ENGINEERS & SHIPBUILDERS.

W. S. BAILEY & CO., LTD.
Kowloon Bay.
New Work & Repairs.
Call Flag "L"
Sole Agents for Kelvin Motors.

FOREIGN GOODS STORE.

**YEE HING
TONEY & COMPANY**
(Late of 24 Pottinger St.)
Large Selection Felt Hats,
Woolen Socks, Woolen Sweaters,
Woolen Underwear Gents. Boots
and Shoes.
Gold Watches and Clocks.
62, Des Voeux Road C. Tel. 23016

**GREAT REDUCTION ON
"SHAVEWELL"**
A Marvellous Shaving Cream
Usual \$1.50 now 75 cents.
at YEE HING (Toney & Company)
(Late of 24 Pottinger Street)
62, Des Voeux Road C. Tel. 23016

HAIR DRESSERS.

AH LIU
is an expert in the
latest styles of ladies'
hair bobbing.

**THE FAR EAST
HAIRDRESSING SALOON.**
48, Nathan Rd., Kowloon.

LEE YEE,
Ladies' and Gentlemen's Hair
Dressers & Booksellers.
No. 12, D'Aguiar Street.
(opposite Queen's Theatre).

ON LOK
10, Wyndham St.,
1st floor.
Entrance On Lan St.
Telephone 22317.

**LADIES' AND GENTLEMEN'S
HAIR DRESSING SALOON.**
Expert Barbers. Moderate Charges.

GENTLEMEN'S TAILORS.

**Tailored
at
BROWN'S**
FOR PERFECTION IN
WINTER SUITS.
2nd fl., Rutton Bldg., 7, Duddell St.
(opp. Gospel Hall). Tel. 23056.

**Evening Wear
for
Gentlemen.**
Tailors of the
Highest Class.

TUNG HING CO.
62, Queen's Rd. C.
Tel. 24057.

**We have
Suits
to please
all tastes**

**TAAI HING
& CO.**
24, Pottinger
Street.

**Winter Suits
Made to Order.**
Our Measurement
is Guaranteed
Perfection.
Prices Within
the Means of
Everyone.

YEE SING
Gentlemen's Tailor.
12, Wellington St.
Tel. 21882.

**First-Class Tailoring
With the Latest
Suits
For Winter Wear.**

**JHANDAD
MASTER TAILOR.**
4, Peking Bldg.,
Nathan Rd., Kowloon.

LADIES' TAILOR.

**LATEST STYLES
IN
WINTER
DRESSES
AND
OVERCOATS.**
Large Stock of
Good Materials.

**FOR SALE
Ladies' Stockings & Knitting Wool.**

**THE CHINESE SILK-HOSIERY
STORE**
Tailor: Leo Mow.
1, D'Aguiar Street. Tel. 25801.

**New Felt Hats
Just Received
From Paris.**

**New Colour
Schemes For
Autumn Dresses.**

CHEONG SHING
Ladies' Tailor.
Nathan Road,
Kowloon.

SPECIALISTS IN BEAUTY.

JULIETTE
from
NEW YORK.
The only skilled specialist
in Hong Kong who is skill-
ed in the art of Permanent
Waving.

**AMERICAN
BEAUTY SHOP.**
Wing Lok Bldg.,
Kowloon.
56213.

JEWELLERY.

**Lovely
JEWELS AND
DIAMONDS**
at
ISACK & CO.
64, Queen's Road, Central

**May the New Year
stone on an Emerald
Pendant or on a sapphire
Ring!!! If yes, and for
your 1931 Watches
please call at**

SHERIFF & DEEN,
Manufacturing Jewellers.
1 Wing Lok Building, Kowloon.

**WINDSOR
BROS.**

**JEWELLERY
AND
SILVERWARE**

We have a large
Selection of Diamond
Rings suitable for
New Year Presents.
Call early and avoid
disappointment.
Established 1902.
56, Nathan Rd., Kowloon.

LAMP SHADES.

BUY DIRECT FROM

SAVE YOUR MONEY.
THE B-B-C-COMPANY
AGENT OF EXCHANGE
FOR
Chinese Arts and Products
Silk Lamp Shades
A Speciality.
13, Ice House Street
Phone 20665.
WORK SHOP,
249, Queen's Rd. East.

OPTICIAN.

**THE HONG KONG OPTICAL
COMPANY,**
Phone 22232.
53, Queen's Road Central.

OPTICIANS.

**GLASSES
STYLED FOR
YOUR FACE.**
The Sino American
Optical Company.
81, Queen's Road C.

SWATOW DRAWNWORK

**WHOLESALE IN
Swatow Drawnwork,
Art Embroideries,
Silk Goods
AND
All Novelties.**

Retail Business Executed at
Reasonable Prices.

THE UNION EMBROIDERY CO.
No. 16, Wyndham St., 1st Floor.
Opposite "China Mail."

FOOK WENG & CO.

THE ONE PRICE STORE.

The Stockists of New LINENS &
SILK LINGERIE with uncommon
designs, CLOISONNE & PEWTER
ware of excellent quality

at
MOST REASONABLE PRICE.
China Buildings.

**FOR SENDING HOME
BUY YOUR
NEW YEAR
PRESENTS
NOW**

Large Assortment of
SWATOW GOODS, KIMONOS,
SHAWLS, CHINESE
FANCY GOODS.

SWATOW TRUSTING CO.
The Store That Keeps Your Trust.
17A, Queen's Road C.

PERFUMES.

**PERFUMERY,
TOILET ARTICLES,
PATENT MEDICINES.**

WELCOME & CO.
8, Kowloon Hotel Bldg.
Phone 57329.

PHOTOGRAPHERS.

PHOTO GRAPHS

**DEVELOPING, PRINTING,
ENLARGING
AND
FRAMES.**
LEUNG YIK KEE
12, Wyndham St.

RADIO

CHUNG YUEN ELECTRICAL CO.
71, Des Voeux Rd. C.
Tel. 22191.

**RADIO SETS,
RADIO PARTS,
ELECTRICAL
APPLIANCES**

SHOES.

Leather Sole Canvas Shoes ... \$4.50
Crepe Rubber Sole Canvas Shoes \$5.00
Crepe Rubber Buckle Shoes \$10.00
Black or Brown Shoes from \$6.00
Black or Brown Boots from \$8.00
Children's Boots or Shoes from \$2.00

Best styles, most complete stock
of all sizes. Repairing a specialty.

WONG SIU WOON
81, Pottinger Street. Phone 21474.

SILK STORE.

**GREAT
REMOVAL SALE**
AT THE
TAJMAHAL SILK STORE
1, Wyndham St. Tel. 26186

SWATOW DRAWNWORK

FOR THE LADIES.

Gorgeous Underwear
Kimonos
Pyjama Suits
and
Shawls.

**SWATOW WENG
LEE CO.**
52, Nathan Rd., Kowloon.

**For
Swatow Goods
and
Chinese Fancy
Goods.**

SPORTING GOODS.

**ATHLETIC
GOODS!**

TOYS!

THE LIANG YOU COMPANY
70, Queen's Road C.

CRICKET

**"WISDEN" BATS, BALLS,
STUMPS, LEG GUARDS, ETC.**
Inspection Cordially Invited.

**The Hong Kong Sporting Arms
& Ammunition Store.**
Beaconsfield Arcade.

TYPEWRITER DEALERS.

**TYPEWRITER DEALERS
AND REPAIRERS,
OFFICE SUPPLIES.**
HOP SING TYPEWRITER CO.
28, Pottinger St. Tel. 21420.

**Increase Business
FOR
THE NEW YEAR
BY
ADVERTISING
IN THE
Hong Kong & Canton**

\$

DIRECTORY

THE DIRECTORY

**WITH THE
LARGEST
CIRCULATION
IN
SOUTH CHINA.**

**THIS DIRECTORY IS PACK-
ED WITH INFORMATION
AND IS THE BEST DOLLAR'S
WORTH IN THE COLONY.**

H.K. DOLLAR DIRECTORY CO.
"China Mail" Building.

SEARCH FOR OASIS.

WILD LIFE FOUND IN BARREN DESERT.

London, Nov. 7.
The discovery of the Oasis of
Zerzura — the last oasis of the
Negroes — is the object of an adven-
turous expedition now exploring the
endless sands of the Libyan desert.

Major Ralph Bagnold, the leader,
and other members of the party
have arrived at Wadi-Halfa after
covering 2,000 miles through most-
ly trackless desert, where water
was discovered in only three places.
The expedition is composed of
three Ford touring cars, which set
out from Cairo on October 13 and
travelled 500 miles across contin-
uous dunes forming parallel lines
from 200 to 300 feet high.

They came upon an old caravan
route from Egypt to Kufra long
since abandoned owing to the move-
ment of the dunes; and the oasis
of Owen at Kasi, a mountainous
mass cut off by oceans of sand, was
found to shelter only seven Bedouin
inhabitants. The expedition will
now investigate the sand dunes in
the country to the west of the oasis
of Farafara in the hope of dis-
covering the Zerzura oasis, which
Arab tradition places somewhere
between Kufra and Siwa.

During the past hundred years
two or three expeditions had sought
in vain this half-legendary oasis,
the existence of which is based on
Arab rumours and statements and
upon the strange spoor of jackal and
fox found unaccountably in a de-
sert so lifeless that no blade of
vegetation exists on it.

One expedition found a pintail
duck where no duck should have
been alive and another found a live
and well-fed snake.

About 50 years ago, two wild
cattle came through to Dakhla ap-

NEGLECTED CUTS.

FREQUENT INSPECTION OF TYRES A GOOD IDEA.

"Great oaks from little acorns
grow," is an old adage that is true
in more ways than one," declares
Mr. F. A. Hill, Fisk tyre dealer.

Tyres should be inspected often,
as small cuts in the tread and side-
walls grow to serious proportions
if neglected, especially during
winter driving.

Often a sharp stone, piece of
glass iron or tin or the sharp edge
of a switch point will cut the
toughest kind of tread, especially in
wet weather. Dirt, grime and
moisture are forced in through the
cut by the springy compression of
the tyre as it revolves. In Winter
driving, snow and pieces of ice fill
the cut, the flexing action of the
tyre will enlarge it and the foreign
matter and moisture will deterio-
rate, chafe and weaken the carcass,
with resulting premature failure of
the casing.

"It is an easy matter to have the
cuts filled with cement and plastic
rubber," states Mr. F. A. Hill.
Your tyre-dealer will be glad to
examine the tyres and make these
simple preventative repairs, al-
though if the cut is of sufficient
size it will be better to have the
spot vulcanised.

Such little precautions add
mileage to your tyres and maintain
rubber expense at the minimum.

pearing from the south-west, and
the inhabitants of Dakhla have the
tale that a man lost in the desert
saved his life by stumbling upon
Zerzura.

People in Dakhla believe it to be
a lake with a hidden town on its
edge—a town with closed gates
peopled by Negroes.

Oberland China Mail.

A WEEK'S PAPERS IN ONE.

A message received from a merchant vessel during the
week that piratical junks were operating in nearby waters,
and had attacked a junk owned in Hong Kong, caused the
Naval authorities to rush H.M.S. Somme to the scene. The
junks and their crews were rounded up, and the alleged
pirates later were charged in the Police Court. Details
appear in the OVERLAND CHINA MAIL.

The inquiry has commenced into the grounding of the
s.s. Kutsang off Ta Thong on the night of December 17.
The ship's officers attribute the mishap to the presence of
fishing junks and bright lights ashore. Particulars of the
opening stages appear in the OVERLAND CHINA MAIL.

An important decision respecting the rights both of
pedestrians and drivers of vehicles on the public highway
was handed down in the Higher Court during the week, in
a case in which a motorist was sued for damages as the
result of a collision with a riksha. Full details appear in
the OVERLAND CHINA MAIL.

The closing stages of a protracted trial for alleged arson
saw a dramatic plea for the defence, a report of which
appears in the OVERLAND CHINA MAIL.

Social events during the week reached their culmination
in a brilliant St. George's Ball, which is graphically described
in the OVERLAND CHINA MAIL. The current issue also
describes the opening of a re-constructed wing at the Tung
Wah Hospital.

Sporting events included the second boxing tournament
of the season, at which two Colony Championships were at
issue. The OVERLAND CHINA MAIL also gives the rest
of the week's local sport in detail.

There is no phase of the life of the Colony or of China
that does not receive attention in the OVERLAND CHINA
MAIL — the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in
other parts of the world frequently
fail to be written even by the most
ardent correspondents. It is a
kindly thought, therefore, to ensure
that those away from the Colony,
or folks at Home, should have an
unfailing supply of Hong Kong
and Chinese news every week—by
means of a subscription to the
"Overland China Mail."

Without any trouble of packing
and worrying about the Post Office
on your part, and at the cost only
of \$4 for three months, the
"Overland China Mail" will be
sent Home for you every week,
catching the mail regularly. In
the march of time the "Overland
China Mail" has become the most
popular weekly news-sheet, as it
has been compiled just to suit
present-day requirements, as it has
done all along. What more could
be desired?

The word "Overland" is a re-
minder of the experience behind the
production, it having been publish-
ed since the early days of the
Colony, to be sent OVERLAND
because there was no Suez Canal,
and that was the quickest route
by which to get mail Home. In
the march of time the "Overland
China Mail" has become the most
popular weekly news-sheet, as it
has been compiled just to suit
present-day requirements, as it has
done all along. What more could
be desired?

READY TO-MORROW

Mail via Suez closes at 6 p.m., January 9.
and via Siberia at 6 p.m., January 12.

SINGLE COPY 25 Cents.

[Sold on the streets and at the bookstalls or you can send your
subscription to the office.—H.K. \$13 per annum, or
\$16 including postage abroad. Half-yearly
or quarterly periods pro rata.]

No. 3A, WYNDHAM STREET—PHONE 20022.

"THE OVERLAND CHINA MAIL."



LOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. MONCALIERI	Jan. 9	Jan. 8
S.S. PILSNA	Jan. 9	Jan. 24
S.S. CARIGNANO	Jan. 10	Feb. 8
S.S. "VENEZIA-L"	Jan. 30	Mar. 10
S.S. "CRACOVIA"	Feb. 10	Feb. 22

Outward voyage to Shanghai only.
Passenger Steamers with First, Second & Second Inter-
mediate Class.

Sailing Dates subject to alteration without notice.

For Freight and Passages apply to:
Queen's Building, DODWELL & CO., LTD.,
Tel. 28251 Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$23 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
SHINYO MARU	Tuesday, 20th January.
ASAMA MARU	Wednesday, 4th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HIYE MARU (Leave from Kobe)	Wednesday, 21st January.
HIKAWA MARU	Thursday, 12th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAIRUNA MARU	Saturday, 10th January.
KATORI MARU	Saturday, 24th January.
SYDNEY & MELBOURNE via Manila & Ports.	
KAMO MARU	Thursday, 22nd January.
KITANO MARU	Thursday, 19th February.
BOMBAY via Singapore, Penang, & Colombo.	
TANGO MARU	Sunday, 11th January.
TOTTORI MARU	Tuesday, 27th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
GINYO MARU	Sunday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Saturday, 21st February.
NEW YORK, BOSTON via Panama.	
FATAGO MARU	Wednesday, 4th February.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa, + DURBAN MARU	Monday, 19th January.
CALCUTTA via Singapore, Penang & Rangoon.	
+ AKITA MARU	Thursday, 15th January.
+ RANGOON MARU	Thursday, 20th January.
SHANGHAI, KOBE & YOKOHAMA.	
KAWACHI MARU (Kobe direct)	Sunday, 11th January.
KITANO MARU (Nagasaki direct)	Wednesday, 14th January.
+ LYONS MARU	Sunday, 14th January.
+ HAKONE MARU	Friday, 23rd January.

For further information apply to:—NIPPON YUSEN KAISHA
Telephone 30251. (Private exchange to all departments.)

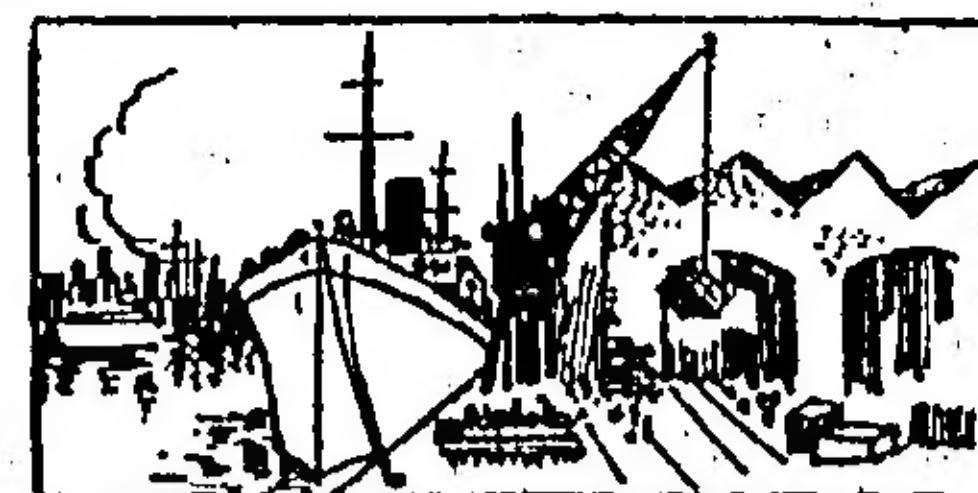
O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Atlas Maru	Mon., 9th Feb.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore, Colombo, Suez & Port Said.	La Plata Maru	Fri., 6th Feb.
BOMBAY via Singapore & Colombo.	Borneo Maru	Mon., 10th Jan.
DURBAN, LOURENCO MARQUES, BEIRA, DAR- ES-SALAAM, ZANZIBAR & MOMBASA via Singa- pore & Colombo.	Chicago Maru	Thurs., 6th Feb.
MELBOURNE via Manila, Brisbane & Sydney.	Melbourne Maru	Wed., 4th Feb.
CALCUTTA via Singapore & Rangoon.	Himalaya Maru	Sun., 18th Jan.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	African Maru (From Shanghai)	Sat., 24th Jan.
NEW YORK via Japan ports, Los Angeles & Panama Call Direct at Boston, Philadelphia & Baltimore.	Kwanto Maru	Wed., 14th Jan.
JAPAN PORTS (Freight Ser- vice).	Celebes Maru	Sun., 11th Jan.
HAIPHONG via Hoihow & Fakhoi (Fortnightly).	Menado Maru	Thurs., 22nd Jan.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Hosan Maru	Sun., 11th Jan.
TAKAO via Swatow & Amoy (Fortnightly).	Doll Maru	Thurs., 15th Jan.

For further particulars please apply to:
OSAKA SHOSHEN KAISHA.
Telephone 28051

Donations and Subscriptions must now
be sent to the Hon. Treasurer, Mrs. H. E.
Goldsmith, 525, The Peak.
HONG KONG BENEVOLENT SOCIETY



Shipping Intelligence.

FAR EASTERN TRADE PROSPECTS.

Overseas Minister and Britain's Opportunity.

INDUSTRIAL CO-OPERATION.

The 29th dinner of the Liverpool Shipbrokers' Benevolent Society, Inc., was held at the Adelphi Hotel, Liverpool, when the principal guest was Mr. G. M. Gillett, M.P. (Secretary to the Department of Overseas Trade), who deputised at very short notice for the President of the Board of Trade (Mr. William Graham, M.P.).

The President of the society (Mr. Walter Harding) presided, and among those present were a number of the leading shipowners of Liverpool who are also ex-presidents of the society. Mr. Gillett spoke of the prospects and opportunities for British trade in the Far East, a point which was stressed by Mr. Walter Runciman in his official announcements respecting the R.M.S.P. group of shipping lines.

Sir R. Burton Chadwick, M.P., president of Institute of Chartered Shipbrokers, in submitting the toast, "The Board of Trade," said that Department was an integral part of our greatest national industry, and was probably more closely associated with the daily life of most of those present than any other Department, except, possibly, that of the Chancellor of the Exchequer. (Laughter.)

Scope of Board of Trade.

Referring to the magnitude of the scope of work of the Board of Trade, he alluded incidentally to commercial treaties and import duties as a good work, which he thought was on the eve of a great development, and spoke of the branch dealing with weights and measures standards as a system only excelled in its clogging absurdity by our system of coinage. By far the most important work of the Board of Trade was the marine department, and he was very pleased to have with them Mr. E. J. Foley, the chief of that department. (Hear, hear.) Although as shipping men of Liverpool they should be left alone to manage their own business, they could not fail to appreciate the great services rendered to shipping by the marine department.

After a humorous reproof at the inclusion among the table decorations of an illuminated lighthouse showing a green or "wreck" light, Sir Burton Chadwick emphasised the value of the department represented by the Secretary for Overseas Trade, Mr. G. M. Gillett.

He touched on the alluring romance of the name, and recalled his own experience as a barefooted boy of 16 sitting across the foreyard of a sailing ship eager and excited to get his first glimpse of Pitcairn Island, and his intense regret that the captain would not put him ashore to live with the descendants of the famous mutineers of the "Bounty." "Who knows," he asked, "whether if I had my wish I might not now have become the Prime Minister of Pitcairn, or at least its Minister of Overseas Trade." (Applause.)

The spirit underlying that great department was still the pioneer and adventurous spirit, watching through its scouts all over the world the changes and developments and reporting home to the chief news of value to the trading people at home, of removing the old complaint that only the United Kingdom failed to assist and support its own nationals. He rejoiced that the opposition of the shipping people and chambers of commerce saved that department from the ruthless economic axe a few years ago. (Hear, hear.)

After a complimentary reference to the presence of Lieut.-Colonel Buckley, a former distinguished Minister of Overseas Trade, Sir Burton Chadwick concluded by coupling with the toast the name of the present Minister of Overseas Transport.

Overseas Trade.
Mr. G. M. Gillett, secretary to the Department of Overseas Trade, in responding, acknowledged the great help that had been given to that Department by Sir Burton Chadwick in organising the wonderful British shipping exhibits at the recent Antwerp Exposition. Out of ten million visitors, it was estimated that at least seven million people were attracted to the British pavilion.

After sympathetic and commendatory reference to the operations of the Benevolent Society, Mr. Gillett spoke of the romance of life and the romance of trade, and while noting that so many industries were passing through times of great difficulty, he was an-

couraging to observe the way in which the great shipping industry recovered from its difficulties. Before the war the British Mercantile Navy had a gross tonnage of 21 million tons, but when the war ended, that total had fallen to 18½ millions. Yet in a few years the figure had been increased to 21 millions for the Empire, thus exceeding the pre-war position, and what was more, it was a merchant fleet brought right up to date. (Hear, hear.)

Until quite recently, also, they were holding their place in the ship-building world. A year or two ago they were building half the total shipping of the world, and having regard to the quicker construction accomplished in British shipyards that figure was still more striking. Taken altogether, the accomplishments of the shipping industries afforded a welcome incentive to the surmounting of difficulties in industry at the present day. (Hear, hear.)

As for Sir Burton Chadwick's plea that business people should be left alone, he had come to the conclusion that, after all, very few people really wanted to be left alone. Politically, the Socialist policy certainly did not mean being left alone, and as for others, they all seemed to be sincerely anxious that their special industries should have, say, every encouragement, and the reference made to import duties certainly did not mean leaving industry alone, nor did Sir Burton's reference to coinage convey that meaning.

He called attention also in this connection to the action of Parliament in affording assistance in connection with the insurance of the giant new Cunard liners as being by common agreement a very interesting and valuable contribution by the Government to the help of industry.

Trade Prospects.

It was true there was a wonderful tale of romance connected with the trials and expansion of British industry, and he was glad that nowadays the young people were being taught such matters of moment rather than useless information. For instance, there were the wonderful facts of the founding and development of trade with countries like India and China, making us one of the greatest exporting nations of the world. He did not believe those days were finished, and he was afraid some people were too readily discouraged by the existing trade depression. The very slightest move among the masses of those Far Eastern peoples towards a higher standard of life would mean an enormous impetus to trade in all sorts of commodities to supply their industrial needs.

The world's trade grew by 20 per cent. in 1928 over that of 1913, with a further increase in 1929 and again this year. It must be remembered that the peoples of Asia represented a very vast potential increase of export trade. For instance, India had 320 million people importing goods, valued at 190 million pounds, or 12s. per head, and if that figure only became 13s. per head it would mean at once 16 millions more trade!

In China, with its population of 440 millions, their imports were now only at the rate of 8s. per head, and if that was only raised to the Indian level, which many people thought was exceedingly low, it would mean an additional figure of 90 million pounds sterling of trade would be required.

It was quite possible, too, there would be a decided increase in the trade with the Dutch East Indies, with their 55 millions of people and an import trade equal to 30s. per head, and a large field awaiting development.

China's Possibilities.

He felt it was exceedingly satisfactory in these rather gloomy times to note the better news coming from China of a more hopeful feeling being created in that country, and if once the civil war should come to an end there would be opportunities for immense development of trade. Indeed, it was amazing that even now some traders were making headway in that market, and at this moment one of the largest trade missions ever sent out was now in China investigating possible opportunities for trade expansion. Vast areas of inland China were absolutely undeveloped, so it would be realised what enormous openings there were for road-making, electricity development, and the extension of markets for all kinds of trade.

It was here that the value of the Overseas Department was made plain. In his view it was very desirable to organise an attack on these potential markets and afford valuable aid to home industry by Press publicity, trade missions, by public exhibitions and invest-

ing commissions. They could operate as was now being done through the great Buenos Ayres exhibition, to be opened by the Prince of Wales.

An instance of the success of this policy was afforded by the recent visit of the Master Cutler of Sheffield to South America, whose tour abroad was being extended to many countries there. It meant really a joint partnership between the trading community and the Overseas Department, but ultimately the final question must rest with the leaders of industry in their different branches.

The one great thing they wanted Far Eastern Trade Prospects (3) to avoid was a feeling of depression. It did seem to him that there were indications of better things ahead, and he hoped that signs were forerunners of better times coming. He certainly was fully convinced that the good time was most likely to come if they efficiently and with determination set their faces to the great task that lay before them. (Applause.)

Society's Work.

The Lord Mayor of Liverpool (Alderman Edwin Thompson) proposing "Liverpool Shipbrokers' Benevolent Society," said the society is doing its work unstintingly but thoroughly. (Hear, hear.) One had only to look at its hallmarks, the prominent Liverpool citizens who had been associated with the society during its 36 years, that stamped it at once as being a society of real 22 carat. (Hear, hear.) One of the tenets of the society was secrecy in the work it does—(hear, hear)—another celerity, and a third generosity—(hear, hear). It does much towards relieving that ghastly scourge they had among them to-day, the unemployed. They had 45,500 unemployed men in Liverpool to-day.

The President, in responding, said so far this year no fewer than 126 persons had benefited to the extent of £15,800, as against £14,715 last year. The one great feature of their work was that whatever help they gave was in strict confidence, and no names were mentioned outside their committee-room. (Hear, hear.) The shipbrokers were passing through a very anxious time, and many must be finding it very difficult to make a living. He appealed to all the shipowners present to do all they could to support and help their local shipbrokers.

What he thought was most essential was that they should foster the happy relations now existing between the Board of Trade and the shipowners—(hear, hear)—and he felt very strongly that this could only be maintained by the direct personal touch which at the present time particularly was so very necessary. What all business men most desired was that the Government should not interfere unnecessarily in shipping, but leave the shipowners to manage their own affairs.

He had much pleasure in announcing that Mr. Richard J. Yeoward had promised to be their president. (Loud Applause.) Mr. Yeoward was very well known to them all, having served on the committee since 1922, and they would all agree that they were very fortunate in securing Mr. Yeoward's consent to become the next president. (Applause.)

Cheaper Production.

Sir Alfred H. Read, in proposing "Our Guests," said Mr. Gillett apparently had the welfare of the trade of the country much at heart, and he sincerely hoped that Mr. Gillett's optimistic views of the future would mature. (Hear, hear.) Personally, he felt that the most important issue to that development of their trade lay primarily and solely in the cost of the production of their export article and the marketing of that article in competition with the other countries of the world. (Hear, hear.) They had amongst them Mr. Foley, principal of the marine department of the Board of Trade, and there was no man more wishful to help the shipping industry than Mr. Foley. (Hear, hear.) He was always sympathetic and wishful to do the right thing. (Hear, hear.) He was very pleased to couple the toast with his old friend Mr. W. F. Robertson, president of the Glasgow Shipowners' and Shipbrokers' Benevolent Society, and recently had assumed the responsible position of chairman of the Clyde Trust. (Hear, hear.)

Mr. W. F. Robertson, in responding, said the Liverpool Shipbrokers' Benevolent Society stands for benevolence in its simplest and purest form—(hear, hear)—and stood for and represented the touch of kindness which made the whole world kin. Mr. R. H. Armstrong, in proposing "The President," said Mr. Walter Harding was known to those



A DELIGHTFUL CRUISE DE LUXE

by the

EMPRESS OF AUSTRALIA

21,850 Tons Gross, Length 615 feet

LEAVING HONG KONG

FEBRUARY 17th, 1931

Via Keelung, Shanghai, Chinwangtao (for Peking), Beppu, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Panama, through the Panama Canal to Cristobal, Havana and

Arriving NEW YORK

APRIL 17th, 1931

Two days available for sight-seeing in NEW YORK

Leaves NEW YORK

18th APRIL, 1931

Arriving SOUTHAMPTON & CHERBOURG

APRIL 26th, 1931

Shore excursions and sight-seeing tours at all Ports.

For Particulars, Apply—

CANADIAN PACIFIC
Phone: 20752. Tel. Address: "GACANPAC."

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

JANUARY SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

(1,088 tons—Capt. Trott.)

JANUARY.

TUES. 13th SUN. 25th

MON. 19th FRI. 30th

S.S. "TAI MING"

(649 tons—Capt. W. H. Lawton.)

JANUARY.

SUN. 11th WED. 21st

FRI. 16th TUES. 27th

For information apply to

SANG WO Co., Ltd.

29, Connaught Road, West.

Phone 20893.

KAIPING COAL

FOR HOME, FACTORY & POWER HOUSE.



For Price Apply to

THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.

who rise to a certain standard of citizenship, and to a vast number of humble people who were aware of the great benefits they had received, either directly or indirectly at his hands.

The President, in responding, said he could assure them that without the loyal support which he had received from the committee, together with the great assistance of Mr. Modder and Mr. McCallum, he could not have carried on the work of the society.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Berwick—In Whampoa Dock.
Cornflower—In dock.
Cumberland—West wall.
Herald—No. 4 buoy.
Hermes—No. 1 buoy.
Iroquois—North wall.
Marazion—East wall.
Medway—North arm.
Moonhen—In dock.
Odin—North arm.
Oatley—East wall.
Oswald—East wall.
Sandwich—No. 6 buoy.
Seboy—No. 12 buoy.
Stormcloud—No. 11 buoy.
Tamar—Basin.
Thracian—South wall.
Foreign Man-of-War.
Vigilant—French gunboat.

M.S. KWANTO MARU

EXPRESS NEW YORK FREIGHT SERVICE.

The N.Y.K. Co.'s new motorship Kwanto Maru, running on the Orient-New York Service, will sail from Hong Kong on January 14 and is scheduled to arrive at New York on February 19, taking only 35 days en route, which will make a record run on this line.

This steamer also call direct at Los Angeles, Panama, Boston, Philadelphia and Baltimore.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Japan arrived at Shanghai on January 6 (Tues.) at 5.30 p.m., left Shanghai on January 7 (Wed.) at 10 a.m., and is due at Hong Kong on January 9 (Fri.) at 9 a.m. at Kowloon Bay, and will berth at Pier No. 5, Kowloon Wharf. She will sail for Manila at 5 p.m. on January 10 (Saturday).

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
*COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.
*PERIM	7,348	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHGAR	9,005	14th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons.	From Hong Kong About	Destination.
*TALAMBA	8,018	20th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Feb.	Singapore, Penang & Calcutta.
TAKADA	8,949	25th Feb.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons.	From Hong Kong About	Destination.
NELLORE	6,853	31st Jan.	Manila, Rabaul, Brisbane, Sydney
TANDA	6,656	23rd Feb.	& Melbourne.
ST. ALBANS	4,500	1st Apr.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons.	From Hong Kong About	Destination.
TALMA	10,000	12th Jan.	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,935	25th Jan.	Shanghai, Moji, Kobe & Yokohama.
TALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,656	6th Feb.	Shanghai, Moji, Kobe, Osaka & Yama.
KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	10,000	20th Feb.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,519	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Yama.

* Cargo only.

All data are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two Slip-
ways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20455.
Shipyard: Sham Shui Po, Kowloon, Hong Kong. Kowloon Tel. 57089.

Estimates furnished on application.

Hong Kong, April 1, 1931.

CAPT. LIDDELL.

"SEVERELY REPRIMANDED" BY
MARINE COURT.

KUTSANG STRANDING.

The Marine Court of Inquiry
yesterday afternoon returned the
following verdict in connection
with the stranding of the Indo-
China Steam Navigation Com-
pany's s.s. Kutsang on December
17:—

We find that the s.s. Kutsang,
(Official No. 146223 of Hong Kong),
of which Mr. Valentine McClymond
Liddell (Certificate of Competency
No. 1764 of Hong Kong) was
Master whilst on voyage from
Singapore to Hong Kong, grounded
at eastern entrance to the Fu Tai
Mun Pass at 8.02 p.m. on December
17, 1930.

We find that the ship proceeded
at 7.12 p.m. from a position about
3° S. 85° E. (true) from Waglan at
10 knots under the personal direc-
tion of the Master on a course N
34 W true. Owing to the obstruc-
tion caused by fishing craft it was
necessary for the ship to be con-
stantly under helm and at one point
had to complete a full turn of 32
points. A further difficulty to
navigation was experienced owing
to the glare of "bright light" fish-
ing-lights to the eastward of
Taithong Point. The Master ap-
pears to have been fully confident
of his capabilities, due to many
years of local experience, to navi-
gate his ship "by eye" from Waglan
to Hong Kong. As Taithong Point
Light was not sighted by 7.50 p.m.
we are of the opinion that the
Master should have realised that
he was not in the position that he
estimated himself to be and should
have reduced speed and checked his
position by taking a bearing of
Waglan Lighthouse. This he failed
to do. Further we are of
opinion that when Cape Collinson
Lighthouse was sighted at 7.55 p.m.
a bearing should have been taken.
This would have shown at once that
the ship was running into danger.

We are therefore of opinion that
Mr. Valentine McClymond Liddell,
due to not taking any bearings be-
tween 7.12 p.m. and 8.1 p.m. strand-
ed his ship by default and we there-
fore adjudge him to be severely
reprimanded.

The Court would like to take this
opportunity of expressing their ap-
preciation of the very straightfor-
ward and honest manner in which
Captain Liddell has given his evi-
dence.

S.S. RANPURA.

NEW CHILDREN'S ROOMS IN THE
P. & O. LINER.

Children's rooms are always a
godsend in a liner, both for the
kiddies themselves and the other
passengers, but perhaps the neces-
sity is greater in a company like
the P. & O. than any other, partly
on account of the longer voyages
and partly on account of the
climatic conditions under which
part of the passage must be
traversed, conditions that are apt
to make the children fretful and
perhaps rather annoying to their
older fellow-passengers.

When the P. and O.
liner Ranpura was in Til-
bury Docks three cabins were
converted into a new and
really excellent children's room,
fully equipped in every particular,
and leading on to a playground
outside which was made absolutely
safe for the youngsters.

The work was carried out with-
out interfering with the schedule
of the ship in any way, or of the
usual work in port.

PASSENGER LIST.

ARRIVALS.

Per m.s. Yaskuni Maru, from
Europe on January 7:—

Mr. and Mrs. R. Baldwin, and son,
Miss E. M. Dickinson, Mr. G. A.
Graham, Mr. E. Hansamman, Mr.
O. M. Klette, Mr. D. Latimer, Mr.
W. B. McBain, Mr. R. Possonby,
Miss F. M. Snugs, Mrs. E. H. Vey,
Mr. C. G. Westerhout, Mr. J. P.
Cooper, Miss V. A. Covey, Capt.
and Mrs. J. Groothoff, Mr. C.
Gorriessen, Miss U. V. Siemans,
Miss L. Schipper, Mrs. G. M.
Schluter, Miss H. Schluter, Miss H. C.
Schluter, Mr. S. Firth Bernard.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P.I.), Thursday 1st, Cairns Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (Austrian)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, EUROPEAN AND STEWARDESSE CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—15 Days.

FIRST CLASS FARE TO SYDNEY, 15 RETURN
LONDON (via Australia) from £14/10/-
(Australian Newspapers on file)

STEAMER	From Hong Kong	Leave Hong Kong	Leave Manila	Leave Sydney
TAIPING	Jan. 11	Jan. 11	Jan. 28	Feb. 5
CHANGTE	Jan. 18	Jan. 18	Feb. 5	Feb. 12
TAIPING	Jan. 25	Jan. 25	Feb. 12	Feb. 19
CHANGTE	Feb. 1	Feb. 1	Feb. 19	Feb. 26

AUSTRALIAN-ORIENTAL LINE, LIMITED
SUTHERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

HONG KONG AND MACAO LINE

in Good Speed
S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply:—

CHUEN ON STEAM BOAT CO., LTD.

241, Des Voeux Road C.

Tel. 26061.

ARRIVALS OF SHIPS.

Tuesday, Jan. 6.
Bochum, German str., 3,772 tons,
Capt. Vogeler, for Moji, buoy
No. A1.—Jensen & Co.
Chengtu, British str., 1,338 tons,
Capt. W. L. Thomas, from
Amoy, buoy No. B15.—B. & S.
Kenjo Maru, Japanese str., 1,934
tons, Capt. M. Umabayashi,
from Keelung, buoy No. A12.
—Hidaka & Co.

Muroran Maru, Japanese str.,
3,251 tons, Capt. M. Sumi,
from Moji, Kowloon Wharf.—
N.Y.K.
Rhexenor, British str., 4,995 tons,
Capt. G. L. Stout, from
Manila, buoy No. A19.—
B. & S.

Sunkong, Chinese str., 322 tons,
Capt. Lai Kwong, from K. C.
Wan, Salkong Wharf.—Wo
Hop & Co.

Tilawa, British str., 6,153 tons,
Capt. E. Coleborn, from
Amoy, Kowloon Wharf.—M. M.
& Co.

Tijkarung, Dutch str., 6,064 tons,
Capt. P. Hopman, from Fort
Pandam, buoy No. A5.—
J.C.J.L.

Wednesday, Jan. 7.
Bengal Maru, Japanese str., 5,730
tons, Capt. S. Okada, from
Calcutta via Singapore, Kow-
loon Wharf.—N.Y.K.

Hankofell, Norwegian str., 1,426
tons, Capt. S. Anderson, from
Chinwangtao, buoy No. B25.—
Dodwell & Co.

Hiroshi Maru No. 3, Japanese
str., 664 tons, Capt. Y. Akada,
from Keelung, Yaumati An-
chorage.—M.B.K.

Hozan Maru, Japanese str., 1,383
tons, Capt. H. Oyama, from
Swatow, O.S.K. Wharf.—
O.S.K.

Hydrangen, British str., 561 tons,
Capt. P. W. Grierison, from
Swatow, Chiu On Wharf.—
Chiu On & Co.

Kanchow, British str., 1,222 tons,
Capt. R. H. Fairley, from
Canton, Talkoo Dock.—B. & S.

Kinzan Maru, Japanese str., 998
tons, Capt. S. Matsumoto,
from Swatow, buoy No. B36.
—N.Y.K.

Luchow, British str., 1,221 tons,
Capt. W. T. Paul, from Amoy,
buoy No. B9.—B. & S.

Tijboda, Dutch str., 2,953 tons,
Capt. J. Simons, from Swa-
tow, buoy No. A5.—J.C.J.L.

Van Heutsz, Dutch str., 2,748 tons,
Capt. H. J. G. Bliks, from
Singapore, buoy No. A7.—
J.C.J.L.

Wal Shing, British str., 1,170 tons,
Capt. G. K. Hudson, from
Canton, buoy No. B1.—J. M.
& Co.

Yasukuni Maru, Japanese m.v.,
11,929 tons, Capt. N. Segawa,
from Singapore, Kowloon
Wharf.—N.Y.K.

YACHTING CONTROVERSY.

Legality of Enterprise's
Rigging.

Some controversy arose before
the American Cup Races between
Enterprise and Shamrock IV as to
the legality of the mechanical con-
trivances below deck employed by
the American yacht. In view of
this fact, and Sir Thomas Lipton's
action in not objecting to the En-
terprise, the decision reached by a
joint committee of the British
Yacht Racing Association and the
New York Yacht Club, rendering
such rigging illegal, has special
interest. Both bodies have decided
that large yachts will not be per-
mitted to be rigged as the En-
terprise was. If she competes again
she will be unable to use her light
metal mast, and all the winches
below deck used for trimming sails
and rigging will have to be remov-

CONSIGNEES.

LYOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer, "CARIGNANO"

From Trieste, Venice, Brindisi, Suez,
Port Said, Aden, Karachi, Colombo,
Penang and Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 2nd instant.

No claims will be admitted after
the Goods have left the Godown, and
all Goods remaining undelivered after
the 8th instant will be subject to
rent.

All claims against the vessel must
be presented to the undersigned on or
before the 18th instant, or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th instant at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.
No Fko Insurance has been effect-

ed. BHI of Lading will be counter-
signed by
DODWELL & CO., LTD.

Hong Kong, 2nd January, 1931.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Dobson during
the years 1887, 1888 and 1889.

The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

January 8 to 14, 1931.

DATE	HIGH WATER	LOWER WATER
	Standard Time	Standard Time
Jan. 8	1 43 a.m.	5 04 p.m.
Jan. 9	2 30 a.m.	5 28 a.m.
Jan. 10	3 17 a.m.	5 52 a.m.
Jan. 11	4 04 a.m.	6 16 a.m.
Jan. 12	4 51 a.m.	6 40 a.m.
Jan. 13	5 38 a.m.	7 04 a.m.
Jan. 14	6 25 a.m.	7 28 a.m.

ed. The effect of the decision
should be to render the chances of
challengers for the America's Cup
more hopeful, for hitherto the Bri-
tish boats have been handicapped
by restrictions with which their
rivals had not to comply.—Singa-
pore Free Press.

£120 AND £112 FROM ORIENT TO EUROPE VIA AMERICA

A PRESIDENT LINER TO VICTORIA-SEATTLE
OR TO SAN FRANCISCO LOS ANGELES

ANY AMERICAN OR CANADIAN RAIL LINE
FROM WEST COAST TO NEW YORK

YOUR CHOICE OF ANY ATLANTIC LINER
TO EUROPE
DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

BARBER WILHELMSSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI SHAN"
on JANUARY 16th.

for

SHANGHAI, KOBE, YOKOHAMA,
SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings.

Agents.

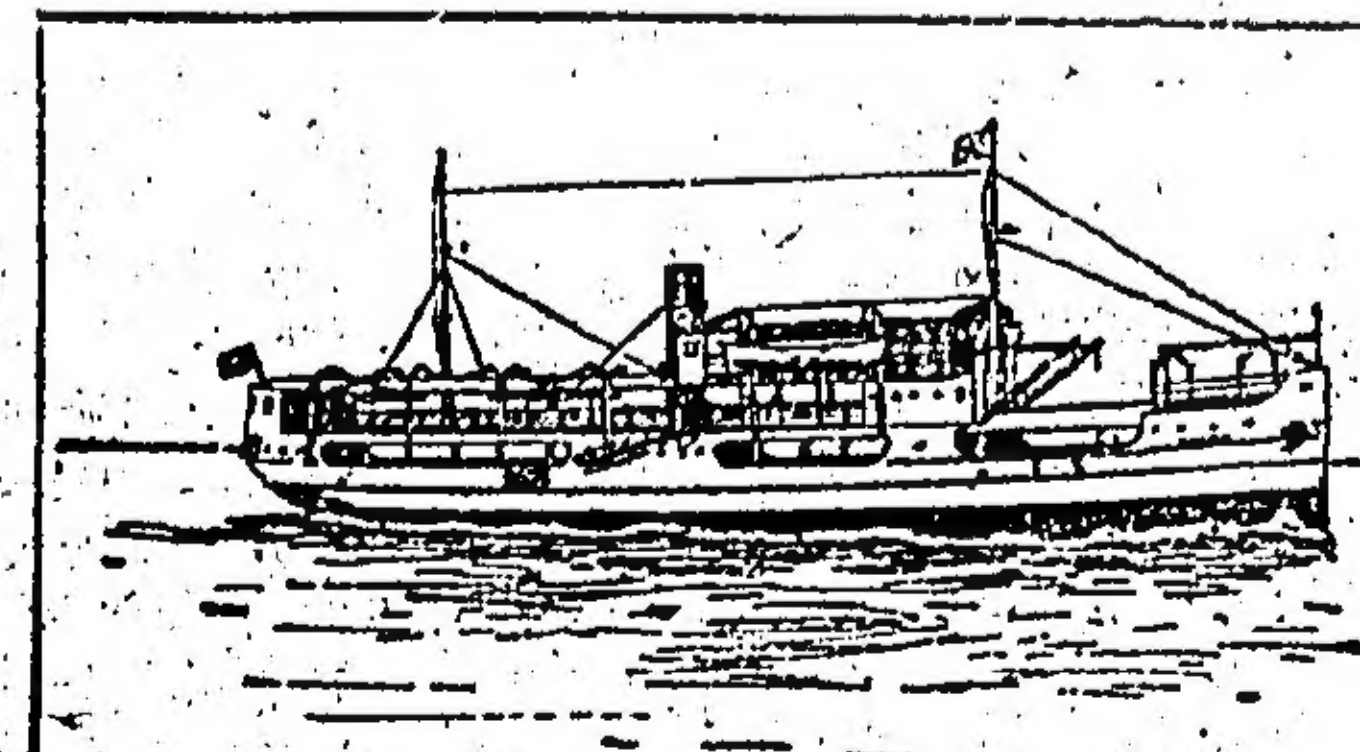
Telephone 2802L

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.

The Com-
pany pos-
sesses Six
Granite
Docks and
Two Pat-
ent Slip-
ways. The
dimensions
of No. 1
Dock are
700 ft. x
80 ft. x 30
ft.



Codes Used:
A1, A.B.C.
Fifth Ed-
ition; En-
ginering:
First and
Second Ed-
ition; West-
ern Union
and Wat-
kins.

M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.
x 28' 0" Mid. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina Inc. Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY
Prepared from our own special formula, flavoured
with real fruit juices and the finest Eastern spices

UNEQUALLED BY ANY SIMILAR PRODUCT
THROUGHOUT THE WORLD.

FORMAZONE

The NON-ALCOHOLIC CHAMPAGNE. An excellent
substitute for sparkling wine, possessing the same
wonderfully stimulating and refreshing qualities.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
Established 1841.

ANNOUNCING



We invite the Ladies of Hong Kong
to our NEW SILK STORE. An
emporium surrounded with silk
piece goods and ready made silk
articles which are offered at
remarkably low prices.

OUR ENTIRE STOCK IS THE LATEST IN FASHION
CREATION AND CHOSEN WITH AN EYE TO HONG KONG
TASTE

YOUR INSPECTION IS CORDIALLY INVITED

at

THE LOVELY SILK STORE

2, STANLEY STREET,
(Adjoining D'Aguiar St.)

WHITEAWAYS

A NEW HAT FOR THE NEW YEAR.

A
SPLENDID SELECTION
AT

WHITEAWAYS

THE "TUDOR"
SOFT FELT HAT



THE
TUDOR

Snap brim in good shades
of Grey and Brown.

\$6.50.

THE "STYLEX"

\$9.50.

BATTERSBY, TRESS, ANDREWS,
ETC., ETC.

ALL AT POPULAR PRICES.

AT

WHITEAWAYS

The China Mail

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$36, payable
in advance. Local delivery free.]

Overland China Mail

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$18 including postage \$18, pay-
able in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Business Office: 20622.
Editorial Department: 24841.
Cable Address—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all con-
tributions should be made payable.
London Offices:—S. H. Bywaters
& Co., Ltd., 38-39, Southampton
Street, Strand, W.C.2.

Hong Kong, Thursday, Jan. 8, 1931.

HERE IS WEALTH.

According to a British metal-
lurgist, the mountains of Wales
contain gold, although the cost of
working and discovering the
veins would be totally out of pro-
portion to the profits. In Hong
Kong, unfortunately, the only
gold that is likely to be obtained
is from the sea, which contains
minute particles—about sufficient
to cover a pin's head from a ton
of salt water. It is quite pos-
sible that equally small quantities
may be subtracted from the
galena ores that are occasionally
discovered in the New Territories,
but it would be quite unpayable
to separate them from their com-
pounds. As chance would have it,
Nature ordained that the moun-
tains of our Colony should be just
outside the range of the mineral
area of China; thus we have
the ironical instance of a gold
mine being worked (it has just
been opened by a Chinese philan-
thropist to assist the unemploy-
ed) in Kwangtung. The only
products that our hills seem to
yield in any appreciable quantity
are serpentine and granite, both
of which are used for building
purposes. Serpentine, when
polished, is often a beautiful stone
of rich colouration, and is carved
into mantelpieces, columns, vases,
and other ornaments. A very
fine serpentine, mottled red and
green, is found in Scotland, and
was used for pillars in the great
hall at Versailles. There is no
doubt that there is still plenty of
scope in the New Territories for
the development of this industry,
and the Government should be

only too willing to assist and en-
courage enterprise in this connec-
tion. Granite is worked here on
quite a large scale but acres of
hillside still offer themselves up
for quarrying if only the capital
is forthcoming.

A few years ago Dr. Uglov
made a geological survey of the
New Territories and South China
on behalf of the Hong Kong Gov-
ernment and, it is understood,
drew attention to the abundance
of ironstone in the Colony. That
ironstone is to be found here in
workable quantities cannot be
doubted; even the slopes of Tai
Mo Shan furnish evidence of con-
siderable quantities of this
mineral. The chief difficulty in
developing an iron smelting indus-
try in the Colony, however, is the
prohibitive cost of transporting
coal, of which there are no traces
on the British side of the border.
Coalfields are known to exist a
few miles within Chinese terri-
tory, and if only these could be
developed and a special railway
built, some encouragement for
opening up our iron supplies
might exist. Indeed, South China
is reported to be exceedingly rich
in valuable coal, and an expert re-
cently stated that if the mines in
the South were properly develop-
ed, coal could be shipped from
Swatow and sold in Hong Kong at
six or seven dollars per ton. The
chief obstruction appears to be
China herself, which is too sus-
picious to admit the inflow of for-
eign capital, and too occupied
with internecine warfare and the
building of mausoleums to con-
sider anything so practical as the
industrial development of the
country.

Again, unknown to the general
public, mining of different kinds
is still being carried on in the
colony on a small scale. There is,
for instance, a workable quantity
of lead and galena in the New Ter-
ritories, and at the present mo-
ment a mine is being worked at
Sha Tau Kok under the negis of
Mr. M. B. Yeung, which employs a
considerable number of men and
is quite a profitable enterprise.
There is possibly room for others,
although there have been so many
failures in this direction during
the last thirty years that capital-
ists are rather wary of having
any dealings with what are, at
best, highly speculative forms of
investment. One such failure
characterised the closing of the
silver and silver-lead mine on Lan
Tau Island many years ago, which
was developed on the discovery of
a rich vein in the hills. Veins
have a habit of not fulfilling their
promises, however, and so the con-
cern went into liquidation. In

stances of this kind are not
favourable to the operations
which companies might otherwise
be induced to undertake; yet, if
only we can believe the geolog-
ists, the hills we imagine to be so
barren and unproductive still
offer to the patient the chance of
doubling their investments. A
local Chinese recently showed us
specimens of stone which he ob-
tained in the New Territories,
claiming that they are a species
of jade. He sent several pieces to
Sir Cecil Clementi when His Ex-
cellency was Governor of Hong
Kong, and has sent a small collec-
tion to the British Museum for ex-
pert opinion. We trust that his
hopes will not be shattered and
that there is, among these hills of
ours, some opportunity of show-
ing the world that Hong Kong is
worth the price of ownership.

News in Brief.

Senders of telegrams are infor-
med that, owing to one faulty cable
between Hong Kong and Shanghai,
telegrams to and from Shanghai
and beyond may be subject to slight
delay.

Wong Fat, a woman stone
breaker, was yesterday removed to
the Kowloon Hospital from a build-
ing contractor's matshed in Tai-
kotsui. She had three fingers and
her right hand blown off during
blasting operations.

Chan Sap, an unemployed Chin-
ese, pleaded guilty to stealing a
woollen jersey, two black cotton
jackets, and a grey felt hat, the
property of Cheng Chat of 32,
Kwai Lam Street, this morning.
Mr. Butters passed sentence of five
weeks' imprisonment.

A fine etching of the T.S.M.V.
Penrit Castle adorns a 1931 calen-
dar issued by the Dodwell-Castle
Line (China, Japan, Philippines,
Java, Straits, to U.S.A. via Suez
Canal), the local agents of which
are Messrs. Dodwell and Co.,
Limited. The etching is by Mr.
W. Everall.

Unable to cross the Cheungsha-
wan Road in time, a Chinese wo-
man and her two sons were knock-
ed down by a motor truck, which
was carrying a load of bricks.
The mother had her fingers and
legs injured, whilst the younger
son was hurt on the head. The
elder son suffered severe internal
injuries, and had to be taken to
hospital in an ambulance.

Miss F. C. Woo, M.B.E., was the
guest of honour at a reception given
by the Council, Staff and Pupils in
the Lee Hysan Hall of the St. Paul's
Girls' School yesterday afternoon.
His Lordship the Bishop of Victoria
(the Rt. Rev. C. Ridley Duppy,
V.D.) presiding, over a large
gathering. Miss Woo has recent-
ly returned to Hong Kong, after a
visit to America where she made
untiring efforts to raise funds for
the school.

EDUCATION HEAD. CHIANG KAI-SHEK ASSUMES A PEACEFUL POST.

Nanking, Yesterday.
Marshal Chiang Kai-shek visited
the Ministry of Education this
morning formally to take up his
duties as Acting Minister of Educa-
tion.—Reuter.

ROYAL BEREAVEMENT.

The following is the text of a
cablegram sent by His Excellency
the Governor yesterday to the
Secretary of State for the Colonies
for transmission to His Majesty
the King:—
"On behalf of the Colony of
Hong Kong, I humbly tender
loyal and respectful sympathy to
Their Majesties the King and
Queen and the Royal Family in
their bereavement."
Telegraphic information has been
received from the Secretary of
State for the Colonies that the
funeral of the Princess Royal will
take place on Saturday. All flags
on Government buildings and
launches will be flown at half-mast
from 8 a.m. to sunset on that day.

IS YOUR NAME HERE?

Mail has been received at the
American Consulate general for the
following persons:
Ch. L. Boender, G. W. Brophy, S.
Domingo, H. J. Eddo, H. C. Evans,
Mrs. L. G. Gland, A. G. Gland,
G. P. W. Gland, G. W. Gland,
Hamilton, Mrs. J. E. H. Hyde, A. H.
Martin, A. M. Martin, W. A. McGee,
L. de M. Mat, J. C. Moller, C. B.
Olivarius, M. Openshaw, F. N.
Shumaker, G. L. Townsend, H. W.
Wyde, W. R. Williamson.

MEXICAN CULTURE FOR JAPAN.

Delegation from Mexico
University.

MESSAGE OF CORDIALITY.

Mexico City, Dec. 11.
A delegation representing the
National University of Mexico left
this city on December 10 for Japan,
for the purpose of interchanging
ideas between the two countries and
making Mexican history and cul-
ture known in the Far East.

Six student delegates are making
the trip under the direction of a
faculty member, Senor Adalberto
Garcia de Mendoza of the School of
Philosophy and Letters.

"We are the bearers of a message
of cordiality between the students,
and moreover, between countries,"
said Senor Garcia de Mendoza to
the Japanese Charge d'Affaires here
when the student delegation visited
the Japanese Embassy to declare
their proposed programme of ac-
tivity during the stay abroad.

Sane Patriotism.
Three objects were named as the
basis of the plans. The first of
these is the expression of patri-
otism in the sanest meaning of
the word; that is, expounding the
Revolutionary activity of the
Mexican Government. The doctrines
and policies of the administration
which seek to promote the better-
ment of a race long suppressed, will
be the subject of lectures in the
University of Tokyo.

To acquaint Japanese students
with Mexican art and culture,
which have been almost unknown
and unrecognised in foreign lands,
will form the second undertaking
of the Mexican representatives.
Examples of art purely Mexican
will be displayed in Tokyo.

The third purpose of the visit
named by Senor Garcia de Mendoza
is the promotion of friendly and
intellectual relations between the
student classes of the two countries.

Three months will be spent in
Japan by the delegation. It is
anticipated that the stay in the
Orient will result in mutual benefit
for the students of both races and
will found a worth-while friendship
and understanding. The exchange
of intellectual ideas is encouraged
by both countries as a means of
securing international outlook and
appreciation of foreign views and
institutions.—United Press.

QUEEN ELIZABETH'S PARENTAGE.

Mr. Lytton Strachey's
Reply to Dean Inge.

Was Henry VIII the father of
Queen Elizabeth, or may the Queen
have been illegitimate, with conse-
quently no right to the Crown?
Dean Inge has created a storm of
controversy among historians by
his article on this subject in the
Eugene Review, and Mr. C.
Lytton Strachey, the distinguished
author of "Elizabeth and Essex,"
which deals with the life of the
Queen, told an interviewer that he
was very sceptical indeed about the
Dean's conclusions.

Dean Inge, in the course of his
article, says: "A careful study of
the portraits of Henry VIII's puta-
tive children has convinced me that
while Queen Mary and King
Edward VI. reproduce some of their
father's features, Elizabeth's face
belongs to an entirely different
type. I do not believe that she had
a drop of Tudor blood in her veins.
If this is true, the flighty Anne
Boleyn, and some person unknown,
gave us our greatest Sovereign."

Mr. Lytton Strachey said: "I
think it is very rash of the Dean to
be so positive on the subject. I
feel very much more sceptical about
it than Dean Inge, as I do on most
subjects."

"His reasons seem to me very
thin indeed. As far as I can
gather, it is simply a question of
facial resemblance. That does not
appear to me to be very strong
ground for such a conclusion. After
all, Henry VIII. is extremely unlike
Henry VII. to look at. They are
absolutely different. Obviously this
would also apply to hundreds of
other cases."

"When I wrote my book I took
it for granted that she was the
daughter of Henry VIII., and there
did not appear to me to be any
adequate reason for thinking other-
wise."

"Also I should have thought that
the question of facial difference was
balanced by the resemblance in
character of the two. They were,
in a way, rather alike. Although
Elizabeth was very unlike Henry to
look upon, she had something of
his temperament."
"I have seen the portraits to
which the Dean refers, but his
theory has certainly never occurred
to me."
"If the Dean's theory is correct,
I think the only moral to be drawn
is that all descent should be drawn
through the female. If we had
matriarchy then we should be far
more certain on questions of
legitimacy."

LOOKING BACK ON 110 YEARS.

Born When Britain Went
to War in Wooden Ships.

WOMAN'S DIARY.

The oldest woman in Britain or
Ireland, the Hon. Katherine Plunk-
et, celebrated her 110th birthday
recently at Ballymacanlon, Co.
Louth, with a turkey and plum pud-
ding luncheon party in her bed-
room.

Miss Plunket's sight, hearing
and speech have been failing since
she became bedridden some years
ago, and she has not left her room
since she was 101. The villagers
wanted to ring a peal of 110 bells,
but it was her wish that the event
should be celebrated quietly.

She has lived during five reigns
and watched the world through the
most progressive era in history.

The "highlights" of her life's
diary include:—

Age one to ten.—Queen Caroline
dies, after being found guilty of
misconduct by the House of Lords
(1821). Original Bank of England
built (1821). First steamboat
visits Ireland (1821). Told bed
time stories by Sir Walter Scott
(1825). Saw first omnibus.

Age ten to twenty.—Paraffin
discovered and considered a luxury
as illumination in country houses.
Houses of Parliament burned
(1834). Railway opened from
London to Birmingham (1839).
Penny postage begun (1840). Rail-
way to Southampton opened.

Age twenty to thirty.—Railways
to Bristol and Brighton opened
(1841). Royal Exchange opened
(1844). Twopenny omnibuses be-
gun (1846).

Age thirty to forty.—Death of
Duke of Wellington (1825). Work
on Metropolitan Underground Rail-
way begun (1860).

Age forty to fifty.—Street rail-
way opened near Bayswater (1861).
Metropolitan Railway opened
(1863). First railway train enters
City of London (1864). Telephones
invented (1870).

Age fifty to sixty.—Royal Albert
Hall opened (1871). Marriage of
Duke and Duchess of Connaught
(1897). Launch of first submarine
built for British Navy (1880).

Since 1880 Miss Plunket has
seen great strides in the arts and
sciences; the building of great war-
ships, liners, and airships; and the
discovery of cures for many
hitherto "incurable" ailments.

LINDBERGH'S "GOOD WILL TOUR."

New York, Nov. 16.
Colonel Lindbergh is planning a
"good will tour" of South America,
which is expected to coincide with
the visit of the Prince of Wales.

Colonel Lindbergh has hitherto
not been farther south than the
northern coasts of South America.
His tour of Mexico and Central
America in the Winter of 1927-28
had, it was generally agreed, an
important effect in improving
public sentiment towards the
United States among the popula-
tions visited. In some Latin-
American circles hostile to the
the United States. Colonel Lin-
dbergh's influence as an unofficial
ambassador is regarded as a factor
to be reckoned with. When he
visited Panama this year he was
denounced in some sections of the
local Press as a dangerous apostle
of American commercialism.

DESERT POLICE FORCE.

To Control Trans-Jordan
Frontier.

Amman, Dec. 6.
A special desert police force,
equipped with light cars and car-
rying machine-guns, has been
formed to control the trans-Jordan
frontier under the command of
Captain Glue, who in past years
has been engaged on similar work
in Iraq.

The scheme involves the con-
struction of three new frontier
posts to serve as a basis for this
mobile force.

Ten Years Ago.

[From the "China Mail" of
January 8, 1921.]

To-day's dollar is worth 3/- 15/16.

A coolie without the almost in-
herent avidity for "squeeze" was
revealed in the general person of Al
Kwong, who was standing with his
vehicle in Bond Road, yesterday
when motor car No. 258 ran into
him and knocked him down. For-
tunately the chauffeur was able to
slow the car down immediately
after the impact, and this only in-
jury the amiable coolie suffered
was a small scratch on the
leg. The chauffeur offered 80
cents as compensation, but he re-
fused to accept the money,
declaring that he was satisfied that
the occurrence was a pure accident
and that he was prepared to let the
matter drop.

THE UTMOST IN STYLE
▲▲ AND WEAR ▲▲

Smart style...alluring
colours...exquisite beauty
...lovely pure silk stockings
to bring joy to your heart.

An extravagance? Certainly not! They
are the NEW Holeproof—DURABLE—as
they are beautiful, yet moderately priced!

HOLEPROOF HOSEY

HISTORIC FINDS IN MALACCA.

Search for Secret Passage.

MR. HAZEL'S ADDRESS.

Malacca, Dec. 1, 1930.
At last week's Rotary Club talk Mr. L. J. Hazel gave a short history of, and resumé of the work of, the Malacca Historical Society, excerpts of which are given below.

On March 17, 1824, said Mr. Hazel, the British and Dutch Governments signed the Treaty of London by which Malacca was returned to the British Government for the last and final time.

In 1923 I got together a few kindred souls to consider how best to commemorate the centenary of Malacca. We formed ourselves into the Malacca Centenary Committee, and as such published a "History and Guide of Malacca" which undoubtedly filled a long-felt want.

Some years later I got together another bunch of enthusiastic people and with the help of the then Resident Councillor we started the Malacca Historical Society. The two remaining members of the original Malacca Centenary Committee met solemnly in the "Pig and Whistle," passed the necessary resolutions and wound up the old committee and handed over its assets to the new society.

The first excavations made in Malacca by the society were made in 1924, thanks to then Resident Councillor who provided the funds for labour. About three feet of earth was removed from inside the church and sacrality in St. Paul's Church on the hill. After we had removed this earth we came upon the tomb of St. Francis Xavier the actual position of which until then had not been known.

Tombstones Found.
When the new society was formed it immediately got busy on excavation work. Shafts were sunk in various parts of the building. In the course of excavation work we



"You broke your stick over the head of this man. What have you to say?"
"I had no intention of breaking the stick."—Buen Humor, Madrid.

came upon a number of tombstones together with a lot of rubble and rubbish. These were removed. The Malacca Historical Society is certain that those tombstones did not cover any graves.

We also found a few mausoleums. Ugly looking vaults they were. They were of old Dutch brickwork covered over in plaster and built over old Portuguese vaults. These were demolished with the permission of the few remaining descendants who were found and the heads of the various denominations in Malacca. Some of the old stones, weighing over a ton each, were found to be resting on half bricks, and were, therefore, dangerous.

In the early history of Malacca you read that the Portuguese when they landed here destroyed the Moorish castle upon the hill. All Mohammedans were called Moors by the Portuguese. "Those of us who had been working on the top of the hill had the pleasure of seeing the original foundations of the ancient Malay palace."

The Secret Passage.
A venerable white-haired old Indian told us that he remembered going down a secret passage on top of the hill. We asked him to point out the spot to us. He did, and buoyed up with the hope of making a further important discovery we dug and dug but could find no trace of the passage the old man had talked about.

Work on the hill is still being continued. We have made a large quantity of old Malacca tiles which we propose to lay and we are hoping that they will blend with the old buildings.

Regarding the tomb of St. Francis Xavier, it is intended to demolish the present awful structure of expanded metal and masonry and replace this old piece of Georgian workmanship (not English Georgian but Malacca Georgian) with something more suitable.

There is another scheme on foot. Some time ago a number of prominent people visited Malacca and, of course, visited the ruins.

They made the suggestion that

TURIN WOMAN'S DIFFICULTY.

Seeks Court Assistance to Prove Her Existence.

CURIOUS CASE.

Turin, Dec. 1.
A curious case has occurred here of a woman, who though living and perfectly well, is obliged to appeal to the courts to establish the fact that she is not dead.

Some time ago, the woman's husband, Signor Giovanni Rosso received a letter from the local insane asylum informing him that his wife Angela was interned there. Much mystified, the couple supposed the letter was intended as some kind of a joke on the part of someone.

Gathering Amusement.
A few months later, Signor Rosso received a second letter from the madhouse authorities telling him that his wife was behaving violently to the nurses. More amusement in the Rosso family.

Eventually, a third letter arrived from the director of the asylum informing Signor Rosso that his wife was dead.

Investigation showed that a former servant of Signora Rosso had given the name of her old mistress when entering the madhouse as well as a document purporting to show her identity. Signora Rosso will shortly be declared officially alive by the courts.—United Press.

the Pope should be approached with a view to issuing a world-wide appeal for \$50,000 with which to restore the church of Malacca (St. Paul's Church) to its former grandeur at the time of the Portuguese. They were confident that the appeal would meet with adequate response and were of the opinion that that amount would be subscribed by South America alone.

The Pope Approached.
The Rev. Father Francois has taken up the matter and is now in communication with the Pope. It is not intended, when the church has been restored, to use it as a place of worship.

St. Francis Xavier, as you know, is greatly honoured by members of the Jesuit Society, and to-day people of Malacca go up the hill to light their candles and count their rosaries. If the appeal succeeds, it will be a great boon and blessing to Malacca.

On the hill, outside the church and behind the chancel we found two pits full of charcoal. They were symmetrical and covered with arched cement work with an aperture in the centre. The aperture was about fourteen inches square. They were full of charcoal. One of these pits we emptied and found that the charcoal had been resting on broken tiles and rubble.

We came to the conclusion that those pits could not have been used for storing fresh water or strong charcoal but that they were the Portuguese idea of the modern septic tank.

Turning to St. John's Hill, we removed the mound which extended from the centre to the firing platform. We dug down and discovered that the floor of the building was made of brick. The Fort has been restored to its original form, and to-day is practically in the same condition as when the Portuguese left it.

Other discoveries of interest concern finds in a manhole which contractor's coolies had dug in front of the Post Office. Here were found a stone or granite cannon-ball, part of a grind-stone and part of a prau.

Wall Across the River.
Then we also discovered the existence of a wall across the river. It has only recently been removed. It ran across the river just opposite the buildings of the Government Monopolies Department. We do not know the reason for that wall, but possibly it was erected as a boom or barricade to prevent the Malays from smuggling goods through without paying duty to the Portuguese.

We had a visit this year from His Excellency the Governor, Sir Cecil Clementi who very graciously has consented to become the patron of the society. He has been good enough to sanction the society an annual grant of \$500. With that we hope to be able to provide watchmen in order to prevent visitors damaging our ancient buildings and monuments by scribbling on them and otherwise defacing them. We also hope to be able to keep these buildings and monuments clean.

Within a week or two an exhibition will be permanently established in the Malacca Library. In that exhibition will be found all the things found or given to the society by the Malacca Historical Society. We have recently had given to us three valuable maps of old Malacca, one of which is undoubtedly the original map on which the Dutch Governor Boer made his report on

Malacca.—Straits Times.

ROUND THE CINEMAS

MOST POPULAR CHILD ACTOR.

IN "SARAH AND SON."

One of filmdom's most popular child actors, Philippe de Lacy, will be seen and heard in "Sarah and Son" Paramount's powerful romance-drama starring Ruth Chatterton, which is now showing in the Central Theatre.

This is Philippe's third picture for Paramount in less than a year's time. He was cast in the role of Richard Arlen as a boy in "The Four Feathers," and was Lilyan Tashman's son in "The Marriage Playground." In "Sarah and Son" he plays the part of the eleven-year-old son of Miss Chatterton.

Philippe is the adopted son of Edyth de Lacy, a British woman, who, serving as a nurse in France during the war, discovered the baby in a shell-hole. His mother and father had been killed. Miss de Lacy took charge of him and took him to the United States.

In 1920, when Philippe was three years old, he made his screen debut in "Geraldine Farrar's 'Riddle Woman.'" After that he has made an unbroken series of appearances before the screen.

"Rosa," Mary Pickford production, "Beau Geste," "The Blue Boy," "Is Zat So?" "The Four Feathers" and "The Way of All Flesh" are some of his major pictures.

Zoe Akins, poet and playwright, adapted the original Timothy Shea novel for the films.

"THE UNHOLY THREE."

Here's a new use for a derby hat. You can throw your voice with it, according to no less an authority than Lon Chaney, who asserts that one of the favourite tricks of a ventriloquist is to use the derby as a sort of sounding board to push sound in a certain direction. He does the trick in his role of ventriloquist in "The Unholy Three," his first all-talking picture which opens to-day in the Queen's Theatre.

The acoustics of a derby make it useful to hang over trombones in jazz orchestras for the same reason, declares Chaney, who adds that the derby in such a case is gilded to make more ornamental rather than for musical reasons.

Appearing with Chaney in the cast of "The Unholy Three" are Lila Lee, Elliott Nugent, Harry Earles, John Miljon, Ivan Linow, Clarence Burton, and Crawford Kent.

"THE VAGABOND KING."

Curious fans who have often wondered whether a screen idol ever consents to become an extra should read this.

It happened recently at the Paramount studio in Hollywood. Dennis King, who was working on a sequence of "The Vagabond King," in which he is starred, finished his day's work early.

After donning his medieval tights and tunic, and resuming the dress of a gentleman of the twentieth century, he stopped in on the "Behind the Make-Up" setting, where Kay Francis and Hal Skelly were being directed in a scene by Robert Milton.

"Just in time," Milton greeted King. "Walk out that door for me in this scene and as you go out, say 'good afternoon.'"
The star-extra did his bit and as a reward received the compliments of the director.

"The Vagabond King," in which Dennis King plays the starring title role, is based on the famous novel, "If I Were King," by Justin Huntly McCarthy, and the subsequent operetta, "The Vagabond King," which was written by William H. Post, Brian Hooker and Rudolph Friml and in which Dennis King was the star before Paramount signed him for work in an all-talking and all-singing picture.

Jeanette MacDonald, who was last seen and heard as the leading lady for Maurice Chevalier in "The Love Parade," is the lovely royal niece of Louis XI and the beloved of Francois Villon (Dennis King) in this gorgeous, all-technicolour, singing romance, which comes to the Central Theatre on Saturday.

"OUR BLUSHING BRIDES."

Scintillating style spectacles that reach a sensational climax when the models disrobe and plunge into a pool, a spectacular ballet and society scene on a grand and lavish scale, sharply contrast the dramatic and human story of three shop girls: that the motive of "Our Blushing Brides," in which Joan Crawford, Anita Page and Dorothy Sebastian are reunited by Metro-Goldwyn-Mayer.

Miss Crawford is starred in this new talking film which will open on Sunday in the Queen's Theatre under the direction of Harry Beaumont, who elevated her to stardom with "Our Dancing Daughters." Miss Page and Miss Sebastian, who shared her former triumph, add a touch of sentimentality to the production.
For the fashion-wise, see the

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Repulse Bay Hotels.

To-night—Third Annual Dance of Ladies' Hockey Club, Lane, Crawford's.

January 23—Society of York-shiremen Cabaret-Dinner Dance, Hong Kong Hotel, 8 p.m.

Entertainments.

To-day—Queen's Theatre.

"The Unholy Three."

To-day—Central Theatre.

"Sarah and Son."

To-day—World Theatre.

"Chasing through Europe."

To-day—Star Theatre.

"State Street Sadie."

To-day—Majestic Theatre.

"Dames Ahoy!"

To-day—Helena May Institute

Concert, 5.30 p.m.

Home Mails.

To-morrow—Inward from Europe via Siberia (Jeyapore and Haruna Maru); from Europe via Negapampa (Patroclus); from America and ports (Empress of Japan).

Meetings.

January 14—Meeting of Graduates in the Great Hall of the University, 5.15 p.m.

January 14—Annual General Meeting of Boy Scouts' Association, St. John's Cathedral Hall, 5 p.m.

Sports.

See Diary on page 8.

COSTS OF LITIGATION

OFFICIAL REFEREE ON LITTLE-UNDERSTOOD PROCEDURE.

Important hints on economy in litigation were given in the High Court recently by Sir Francis Newbolt, K.C., the Official Referee, in a judgment on a builder's claim for the erection of a house in Shooters Hill Road, Blackheath.

Sir Francis said that it was a dispute between two business men as to the balance due, and though counsel had been business-like and helpful, the case had lasted a year and involved the parties in costs more than the sum due.

If the parties had instructed their surveyors to agree upon a price and then, if necessary, had gone to an umpire, the case could have been amicably settled last year at a quarter of the present cost. Even a cheaper and better course would have been to appoint the Official Referee as sole arbitrator.

Not even in the profession was it really understood that any reference of a case could be decided in the High Court as an arbitration without arbitrator's fees.

MODESTY OF SEXES.

WHEN MR. BALDWIN FIRST MET A GIRTON GIRL.

Mr. Stanley Baldwin, who was the guest at a dinner of Girton College, Cambridge, at Hyde Park Hotel, recently recalled the day when he first met—and danced with—a Girton girl.

"I was 17, and shy," he said. "I knew nothing of women and I went to a dance and met the first Girton girl that I had ever met. We danced together. She told me that men had no natural modesty. (Laughter.) I had never thought about the subject before. I felt instinctively that men had. As a matter of fact it is perfectly well known that men have much more modesty, at any rate in their earlier years, than women."

"That conversation set up in my mind an appreciation of the turn that a conversation might take if I ever met another Girton girl. For many years I kept out of their way." (Laughter.)

huge outdoor terraced garden was constructed and Gilbert Adrian created nearly a hundred advanced style models for display, the creation including seasonal conventional sports costumes, informal and novel outfits, and ensembles.

The ballet scenes show Miss Crawford as a member of the Rasch troupe, famous ensemble dancers, who have won a world-wide reputation under the leadership of Mme. Albertina Rasch who trained Miss Crawford for the part. This sequence is said to be one of the most pictorial of all screen spectacles, photographed entirely in black and white, vividly emphasising the silver costumes and white wigs of the dancers.

Robert Montgomery, who played opposite Miss Crawford in "Unlabeled," again is her leading man. The supporting cast includes Raymond Hackett, Hedda Hopper, John Miljan, Gwan Lee, and Mary Duran.

NEW ADVERTISEMENTS.

CLUB LUSITANO.

CONVITE.

A Direcção do Club Lusitano tem a honra de convidar os Exmos. Srs. Socio do Club de Recreio, da Associação Portuguesa do Socorro Mutuo, da Liga Portuguesa e do Club Lusitano e suas Exmas. Famílias e os demais Membros da Comunidade Portuguesa para se reunirem na sala "Luiz de Camões" do Club Lusitano, na Sexta-feira, 9 do corrente, as 5.15 horas da tarde, a fim de assistirem a Recepção em honra do seu ilustre Patrono, Sua Excelência o Governador de Macau, Senhor Artur Tamagnini de Sousa Barbosa e Sua Exma. Esposa.

Haverá em seguida Cha e dança. A fim de que esta recepção seja revestida do maior brilho possível a Direcção pede a comparencia de todos os Socios e suas Exmas. Famílias e os demais Membros da Comunidade Portuguesa.

A. E. S. ALVES, Secretário.
Hong Kong, 8 de Janeiro de 1931.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship, "BENLEDI".

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to sale.

All claims against the steamer must be presented to the Underigned on or before the 20th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 8th January, 1931.

AMERICAN

Chemical Diamonds are equal to real diamonds in brilliancy, lustre and hardness. Cut glasses like real diamonds. Proof against fire, steel file and nitric acid. Price per carat \$15. 55 net. Terms Cash or C.O.D. The American Chemical Diamond Co., P.O. Box 360, PENANG, STRAITS SETTLEMENTS.

DIAMOND POACHERS

UNEMPLOYED DEFTY THE POLICE.

Over 200 unemployed men, who trekked to Namaqualand in search of easy wealth, are causing the police grave anxiety, particularly in the Buchuab area, where there are rich diamond deposits.

Almost nightly these men form small parties, and raid the diamondiferous ground, where digging is prohibited by the Government, usually escaping in the darkness in spite of vigilant police patrols.

The raiders merely fill sacks with gravel, and hastily make off, sorting the gravel afterwards at prearranged meeting places. This is a highly profitable business, for one sack of gravel, which the police captured, was found to contain nine big diamonds.

The men are becoming increasingly truculent, and an open clash with the police is feared. Furthermore, the seashore is known to be rich in diamonds washed up by the sea from an underwater diamond pipe, and, though the whole beach above low water is closed to digging, it is feared that a concerted effort may be made to seize the sands.

BELL-RINGING RECORD.

Nearly 18,000 Changes in 11½ Hours.

After eleven and a half hours' ringing, twelve members of the Ancient Society of Painwick Youths, succeeded in their fourth attempt at Painwick, near Stroud, Gloucestershire, in regaining their record for the greatest number of changes on twelve bells.

They were locked in the tower of the church all day, and were without food or drink, and they rang 17,687 changes. In February, 1920, the Painwick Youths set up a record of ringing 18,091 changes in eight hours, forty-five minutes.

This was beaten at Ashdown-Lyne on August Bank Holiday in 1929 with 16,812 changes.

Columbia
New process RECORDS

DX157	The Kerry Dance	Doris Vans.
	Songs My Mother Sang	
DX165	Il Bacio	Isobel Baillie.
	Tales of Hoffman—Dell Song	
DX156	There is a Green Hill	Myriel Brunskill.
	The Lord is Mindful	
DB299	The Bulls Won't Bellow	Harry Dearth.
	Old Barty	
DB300	King Charles	Norman Allin.
	Tommy Lad	
DB314	Golden Gates of Paradise	Trevor Watkins.
	Rose Dreams	

The Anderson Music Co., Ltd.

VERMOUTH MARTINI & ROSSI
LA GRAN MARCA

NOW TRY THE
"DRY"
MARTINI
VERMOUTH.

FOR COCKTAILS "with a bite"

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinances of Hong Kong.)
Prince's Building, Ice House Street, Hong Kong.
Tel. 20075.

Correct Styles FELT HATS:—

Andrews,
Battersby,
Borsalino,
Cambiaghi,
Hardeman,
Ward's,
etc., etc.

THE BAKILLY CO., LTD.
153-155, Des Voeux Road Central.

NEW YEAR SALE

THE CHOSEN CO., LTD.

90-100, Des Voeux Road, C,
Hong Kong.

FIRST STILL
1927

STILL FIRST
1927

300 Years
It's stood the test,
And still of whiskies is the best;
Tis "Scotch" but that's a trifle vague—
To get the BEST SCOTCH call for
"HAIG"!

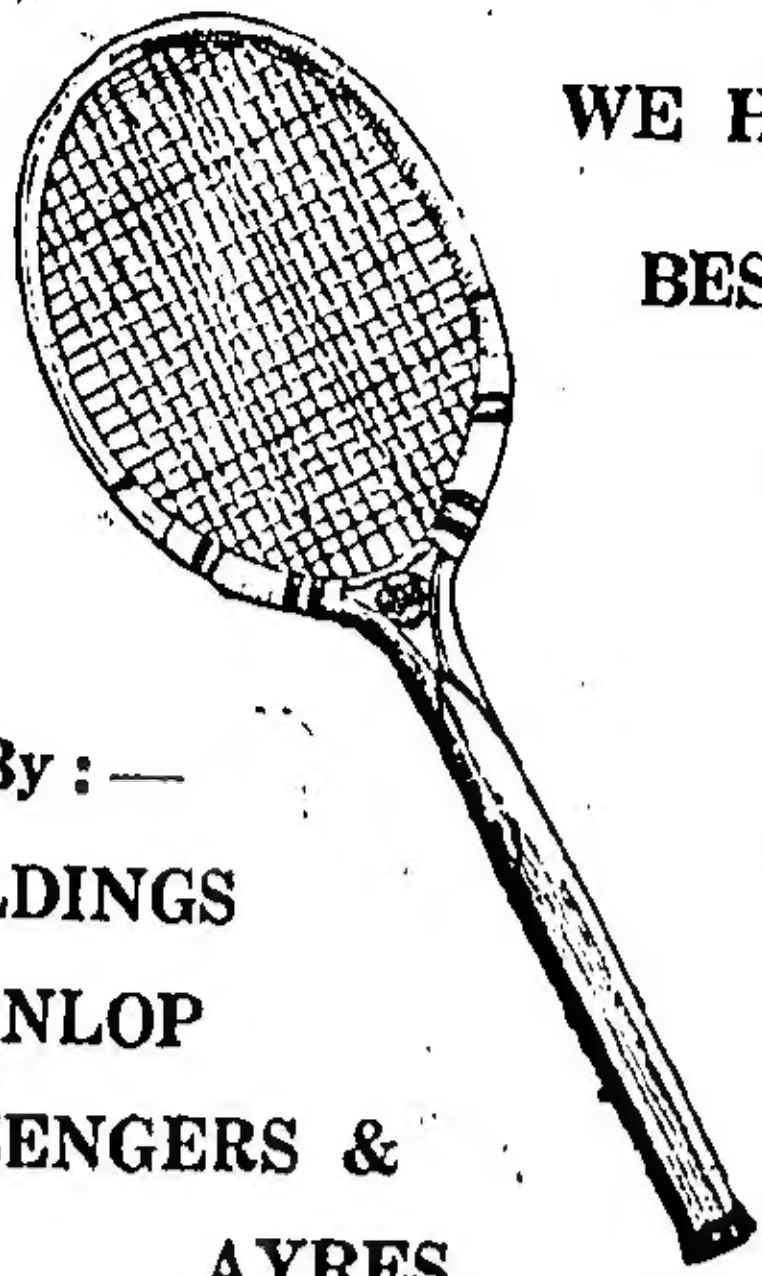
Specially packed in decorated cases containing:

3 BOTTLES.
6 BOTTLES.
12 BOTTLES.

Suitable for NEW YEAR GIFTS.

Sole Agents—
GANDE, PRICE & CO., LTD.
No. 2, Yee Hing Street,
Tel. No. 20155. Hong Kong.

TENNIS RACKETS



WE HAVE THE
BEST RANGE
IN THE
COLONY

Made By:—

SPALDINGS

DUNLOP

SLAZENGERS &
AYRES.

DUNLOP TENNIS BALLS

Doz. \$12.60 Doz.

LANE, CRAWFORD, LTD.

GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg.

Corner of Des Voeux Rd. C. and Chater Rd.

LINENS, LINGERIE, PYJAMAS, GIFTS,
NOVELTY JEWELLERY, ETC.

HONG KONG SHANGHAI MANILA.

G. FALCONER & CO., (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

TYPE also is

"PART OF THE PICTURE"

BEAUTIFUL
PRINTING

OUR business folders,
announcements and
printing of all sorts will be
more successful if typographically more expressive
of the nature of your business.

We have not only the
standard types but also
a variety of free and sketchy
designs that will subtly
indicate qualities of handi-
work and craftsmanship.

THE NEWSPAPER ENTERPRISE LTD.

For Better Printing

China Mail Bldg. 30, WING LUN ST.

Sport Columns

WHO WILL WIN?

SATURDAY'S CUP TIES AND
LEAGUE GAMES.

[Exclusive to China Mail—
By "Linesman"]

The following is a list of Home
football matches on Saturday. The
teams in black type may win;
where no black type is shown the
match may result in a draw:

English Cup—Third Round.	
Southport v. Millwall	
WOLVES v. Wrexham	
TOTTENHAM v. Preston N.E.	
CRYSTAL P. v. Reading	
SUNDERLAND v. Southampton	
BURY v. Torquay	
Plymouth v. EVERTON	
Aldershot v. BRADFORD	
SHEFFIELD U. v. York C.	
Catechist v. WEDNESDAY	
BOLTON W. v. Carlisle	
OLDHAM v. Watford	
NEWCASTLE v. Notts F.	
BRENTFORD v. Cardiff	
West Ham v. Chelsea	
Bristol R. v. Queen's P.R.	
CORNTHIANS v. Grimsby	
Scarb'ro' v. Manchester C.	
Burnley v. Huddersfield	
LEEDS U. v. Aston Villa	
ARSENAL v. Bristol C.	
BARNSELY v. Manchester U.	
Stoke v. Birmingham	
LIVERPOOL v. Bradford C.	
MIDDLESBRO' v. Walsall	
BLACKBURN v. DERBY CO.	
Exeter v. Brighton	
LEICESTER v. Blackpool	
HULL v. PORTSMOUTH	
Fulham v. Charlton	
WEST BROM. v. Swansea	
NOTTS CO. v. Swansea	

ENGLISH LEAGUE.

Division III.—Southern.	
Gillingham v. COVENTRY	
LUTON v. Norwich	
SOUTHEND v. Thames	
Division III.—Northern.	
ACCRINGTON v. New Brighton	
Barrow v. Darlington	
Rochdale v. STOCKPORT	
ROTHERHAM v. Wigan	

SCOTTISH LEAGUE.

Airdrie v. Aberdeen	
Ayr v. HAMILTON	
CELTIC v. East Fife	
DUNDEE v. Clyde	
DUNDEE v. Morton	
HEARTS v. Kilmarnock	
Leith v. Hibernians	
Motherwell v. Rangers	
PARTICK v. Falkirk	
ST. MIRREN v. Queen's Park	

Our Sports Diary.

LOCAL

CRICKET—Saturday—Division
I.—Navy v. Civil Service (L.);
Kowloon C.C. v. Indian R.C. (L.);
Hong Kong C.C. v. Royal Artillery
(F.); Division II.—Civil Service
v. Royal Signals (L.); Police
v. R.A.S.C. (L.); Recreation v. In-
dian R.C. (F.).

FOOTBALL—Saturday—Lal
Cap Competition—Chinese v.
Army; Second Division—St.
Joseph's v. Kowloon; Argyle
v. Recreation; South China v. Navy;
Club v. Eastern; Chinese v. Bor-
derers; Royal Artillery v. Univer-
sity; Third Division—Royal En-
gineers v. Ewo; South China v.
Borderers; R.A.S.C. v. Fokien,
Chinese v. R.A.O.C.

Tuesday—Council Meeting,
French Bank Building, 5.30 p.m.
FANLING HUNT—Saturday—
Hunters' Arms.

January 11—Lok Ma Chau
cross-roads.
January 14—Sheung Shui Police
Station.

January 17—Kennels.
January 21—Hunters' Arms.
January 25—17 Pine Tree Hill,
20 1/2/30 milestone.

January 23—Race Course.
January 31—Sun Wai Camp.
GOLF—Sunday—Governor's
Shield (Third Round), Fanling.
January 11—Second Round
K.G.C. Junior Championship.

January 14—Match between
"White Bull" McIlhenn and Bobby
Crispikhanke, Fanling, 2.30 p.m.
January 17-18—Bogey Pool,
Fanling.

January 18—First Round Junior
Championship, Fanling.
January 17-18—K.G.C. Cap-
tain's Cup.

January 25—Semi-final K.G.C.
Junior Championship.
February 1—Second Round
Junior Championship, Fanling.

FENCING—Monday—Fencing
Club Meeting, Yacht Club, 5.45
p.m.

TENNIS—January 11—U.S.R.C.
Tournament—First Rounds Close.
January 19—U.S.R.C. Tourna-
ment—Second Rounds Close.

CHESS—Tuesday—Kowloon
Chess Club Championship.
RUGBY FOOTBALL—January
17—Second Trial Game.

January 24—Club v. Army
(Angular Tournament).
February 2—Club v. Navy (Tri-
angular Tournament).

RACING—January 18—Fanling
Hunt Club's Steeplechase Meeting.
February 15—Fanling Hunt
Club's Steeplechase Meeting.

February 22—March 7—Annual
Race Meeting.
March 14—First Extra Race
Meeting.

ATHLETICS—March 15 and 16—
Hong Kong v. Canton Univer-
sities.

HOME.
FOOTBALL—Saturday—Third
Round of English Cup.
January 17—First Round of
Scottish Cup.

RUGBY FOOTBALL—January
17—England v. Wales, Twicken-
ham.
January 24—Scotland v. France,
Paris.

RUGBY FOOTBALL.

CLUB "A" COMPLETELY OUT-
PLAYED BY ARMY "A".

GOOD TOUCH KICKING.

(By "Scrum Half")

At Happy Valley yesterday, an
Army "A" fifteen defeated the
Club "A" by a goal and three tries
(14 points) to a goal and a penalty
goal (3 points).

The military side fully deserved
their success, although fielding a
powerful combination as against a
weak Club three-quarter line. At
forward the Army held an advan-
tage in the tight scrums early in the
game, but later they were un-
accountably rushed off the ball
time and again. In the loose they
were quicker on the ball and allowed
for the other forwards, whereas
the Club displayed only individual
flashes of form.

Forward Work.

I think that it is the first time
this season that I have seen such
combination in a forward rush.
The Army forwards would wheel
and take the ball at their feet with
three men in the van and the rest
backing up. The consequence was
that there was no wild hacking of
the ball but close dribbling. The
result of a forward being brought
to the ground was the close atten-
dance of the other seven forwards
for the loose scrum. The Club,
on the other hand, did not back up
their man in possession and when
he was brought down he found
himself almost isolated and, instead
of quick scrumming down, there
was a half-hearted effort to get
somewhere near the ball.

Impossibility.

Milne Day, Buttress and Peers
were thus set the gigantic task
of holding the combined strength
of the Army forwards. It was an im-
possibility and led to many danger-
ous Army movements. Tratt was
always in the limelight and received
invaluable support from Pascoe
(Navy), McKellar and Vowles.
Beaten at forward the Club could
not hope to win, although they
held their line in great style when
in very awkward positions.

Not Too Good.

King and Mills did not combine
at all well. The former was in-
clined to vary his passes from a
foot off the ground to mere lobs.
Mills, on the other hand, was too
prone to rush forward into the
face of the opposition without
losing the ball to any advantage.
King was confronted with the
difficulty of not knowing where
his partner was likely to be.
There were times when I thought
Mills was playing scrum-half in-
stead of stand-off-half.

Better Pair.

Rees, at the base of the Army
scrum, was a "live wire" in the
first half, but seemed to lose his
initiative in the second half. The
try that he scored in the first half
was a great effort. Costello, as
his partner, took his passes well,
but was inclined to "mark time"
instead of gaining ground before
passing. They were, however, un-
doubtedly the better pair.

Hamilton's Initiative.

The right wing of the Army
three-quarter line was the most
dangerous, and after an indiffer-
ent start, Douglas proved his
worth by scoring a really good try.
The ball came out of the scrum
on the half-way line and was passed
right along the line to Douglas,
who sprinted ahead until, con-
fronted by Fox, he punted ahead
to score an easy touch down.
Hamilton in the centre was excel-
lent in his touch kicking and at
times reminded, one of H. C. C.
Laird, the Harlequins and All-
England stand-off. I liked the
way he passed and then ran in-
side to take another pass, thus
leaving an extra man to be mark-
ed. It is a praiseworthy policy
which is seldom exploited in local
Rugby—football. Parker and
Holmes were quick to find weak
links in the defence and were good
in their handling.

Weakness in Centre.

The Club three-quarters were
very disappointing. Law was
largely to blame for the lack of
movement, as his handling was
very poor, and when he did take
a pass he either fell in the at-
tempt or was brought down by his
opposite number. Plummer was
again too slow and, as a conse-
quence, at this weakness in the
centre, Ferguson and Johnson re-
ceived few opportunities.

Full Backs.

For played a good game at full
back, as did Frankham. Both were
certain in their touch kicking.
Frankham has not yet got out of
that habit of getting rattled when
hard pressed, and on several occa-
sions lost good ground in this
way.

Peers opened the scoring with a
good penalty goal, taken from a

CLUB BEAT ARMY IN SIM SHIELD.

Lack of Shooting Powers
Rob Army of Victory.

OPENING MINUTES DECIDE.

Two snap goals in the opening
minutes of the Sim Shield match
between the Club and the Army
yesterday gave the Club an ad-
vantage which they never lost.
The game was fast and furious,
but the side which possessed more
polish than their opponents lost
the match on account of their
fancy play and their lack of shoot-
ing powers.

The Club defence, though con-
tinuously harassed, were able to
break up the attack time and
again on account of the Army for-
wards passing the ball all too
frequently when favourably
placed for a shot at goal.

At half time the Club held a
goal lead, Francis and Owen
Hughes having scored and Lt.
Christian reducing the deficit.
After the interval More added a
third goal as the result of a sur-
prise attack and an Army player
scored late in the closing stages—
too late in the game to give his
side any material advantage, and
try as they could they were un-
able to score the equaliser.

Result:—

Club 3

Army 2

NAVAL SIDE DEFEAT THE R.A.S.C.

Good Bowling Figures in
Friendly Game.

FIRST WICKET PARTNERSHIP.

In a friendly match on the
H.K.C.C. ground yesterday, a
Naval team defeated the R.A.S.C.
by 36 runs.

Taking first use of the wicket
the military side compiled 133
runs to which Pamplin contrib-
uted 30 and Jones 25. Aylmer,
bowling his slow, captured half
the wickets for 49 runs. A fea-
ture of the innings was the de-
cidedly bad judgment of runs, the
R.A.S.C. losing three wickets by
bad calling.

The Naval side received a splen-
did start from Dixon and Nash
and 91 runs were on the board
before Nash was given out for ob-
struction. Dixon went on to score
a hard hit 65 runs. Pamplin then
caused some damage, but a ninth
wicket stand between Aylmer and
Vowley produced 44 runs and
gave the Naval side victory.
Pamplin returned the good figures
of 6 wickets for 60 runs. Fry took
the remaining 4 wickets for 87
runs.

Scores:—

R.A.S.C.			
Major Langmaid, run out	8		
Lt. Marshall, b Dixon	8		
Lt. Cpl. Cadman, c Benwell, b	5		
Aylmer	49		
Major Airey, c and b Aylmer	1		
Lt. Cpl. Fry, run out	15		
W.O. Pamplin, b Aylmer	30		
Pte. Mackay, b Aylmer	1		
Dr. Jones, run out	25		
Lt. Cpl. Simpson, lb.w. b Aylmer	5		
Pte. Sayer, c Pooley, b Dixon	1		
Dr. Doyle, not out	19		
Extras	19		

Total 133

BOWLING ANALYSIS.

	O.	M.	R.	W.
Putman	5	3	12	0
Dixon	10	5	4	2
Aylmer	20	5	49	6
Nash	6	0	10	0
Pooley	2	1	2	0
Pratt	2	0	7	0

Total 69

Royal Navy.

	O.	M.	R.	W.
Nash, lb.w. b Fry	23			
Dixon, c Airey, b Pamplin	10			
Pratt, c Mackay, b Pamplin	10			
Curle, c Doyle, b Fry	12			
Taylor, b Fry	1			
Adams, c Airey, b Pamplin	0			
Pooley, c Simpson, b Pamplin	23			
Benwell, c and b Pamplin	0			
Putman, b Pamplin	12			
Aylmer, b Fry	27			
Bradley, not out	0			
Extras	2			

Total 169

BOWLING ANALYSIS.

	O.	M.	R.	W.
Simpson	17	4	87	4
Fry	12	1	60	6
Pamplin	12	1	60	6

Recreation Team for Saturday.

The following will represent
the Recreation in a friendly against
the Indian R.C. on Saturday at
King's Park:

L. J. Gutierrez, H. A. Alves, H. H.
Xavier, C. M. Sousa, J. H. Figueiredo,
L. J. Silva, G. A. Gutierrez, A. P.
Pereira, H. A. Barros, F. J. Remedios
and F. H. Carvalho.

very difficult angle, and Cochran
increased the lead by giving Peers
an easy convert kick. The Army
then scored an unconverted try
through Parker, and Rees touched
down between the posts for Ham-
ilton to add the goal points.
Holmes then gave the Army an
lead of 11 points to 8 at half-time.
After the interval Douglas got
over for an unconverted try.

Result:—

Army "A" 14 points

Club "A" 8 points

DANGERS OF COMPETING, INTERNATIONALLY

TAKE PLACE OF WAR

WISE WORDS SPOKEN BY AMERICAN
BRIDGE HEROINE.

A FRENCH BRADMAN

[By R. H. Bruce Lockhart.]

Do international games make for
international peace? Is the com-
petitive spirit in sport a factor
in the creation of international
friendships?

The Geneva mind says yes. Ear-
nest young men and brilliant
athletes like Harold Abrahams and
Douglas Lowe say yes. Old
gentlemen, who believe that Water-
loo was won on the playing fields
of some obscure educational es-
tablishment and that a straight
bat is an excuse for a vacuous
mind, answer in the affirmative.

International Spirit.
The noble army of martyrs who
every four years endeavour to ex-
tract money from our pockets for
the equipment of the British team
at the Olympic Games plead the
international spirit as an excuse for
their importunity.

A blind and ignorant democracy,
echoing the voice of the interna-
tionalists, says games will replace
war. Teach the Latin, the Rus-
sian, the Portuguese, the Argenti-
ne, and the Slav to play games as
the English and the Greeks used to
play them, and peace and interna-
tional brotherhood will reign upon
the earth.

A New Era.

By games these advocates of a
new era, which will make Locarno
and the Kellogg Pact unnecessary,
include such highly professionalised
contests as the Olympic Games,
football of both codes, lawn tennis,
golf, international polo and even
bridge.

Hear the voice of Mrs. Fly Cul-
bertson, the heroine of the recent
Anglo-American bridge Test, who
after praising the game "for its
merits of teaching patience, forti-
tude, courage of thought, and the
ability for taking decisions quick-
ly and accurately," declares that
"the world war to create a univer-
sal peace will be won through the
ethics, the sportsmanship, and the
common sense of bridge."

Discreet Visitors.

A little extravagant, you will
say, yet no more exaggerated than
the sentimental gush you will hear
at any international sports dinner
after a victory which the visiting
team has been discreet enough to
concede to the home side.

It is against this gush and
against this entirely false value
which is attributed to games that
I wish to register a mild protest,
writes R. H. Bruce Lockhart in the
Evening Standard. Twenty-five
years' experience of games in every
corner of the globe has made me
cynical, and to-day I have come to
regard the competitive spirit in in-
ternational sport as one of the
greatest potential factors of in-
ternational discord.

Early Sport.

Historical precedent is on my
side. In the days of the Roman
Empire the rival factions of the
Blues and the Reds in the Con-
stantinople circus, nearly cost
Justinian his throne, and both
players and spectators were ac-
customed to appear at the festi-
vals with daggers concealed under
baskets of fruit.

In the Middle Ages the stone-
throwing contests at Perugia had
to be abolished owing to the num-
ber of deaths, and the bridge
game at Pisa—a glorious fore-
runner of the Rugby scrum—was
abandoned because of the number
of deaths it caused.

Football Description.

Our own history is full of
diatribes against the evils of
competitive sport which in the
sixteenth century was inter-county
rather than international. In
Stubbes' "Anatomie of Abuses"
(1583) football is described as
"a devilish pastime," and hereof
growth envy, rancour, and malice,
and sometimes brawling, murder,
homicide, and great effusion of
blood."

Have we progressed beyond this
point to-day? Frankly I doubt it.
The one good thing that can be said
about the Olympic Games is that
they have not yet provoked a war.
The day is not far distant when
football may lead to war between
the Argentine and Uruguay. It has
already caused the sacking of a
Legation, and my sympathies are
with the manager of the French
team in the Argentine who declared
with the satisfaction of security.

Let us be honest with ourselves.
Above all, let us abandon this
foolish talk about the international
brotherhood of sport. It is all bunk
anyway. Games in their own
place are a healthy recreation.
International contests are an un-
healthy excitement, which will take
the place of war only because they
have become more dangerous.

"We were diplomatic enough not to
win."

I, myself, should not endeavour
to referee, impartially, a football
match between Czechoslovakia and
Hungary without a machine-gun
battalion on the touch-line.

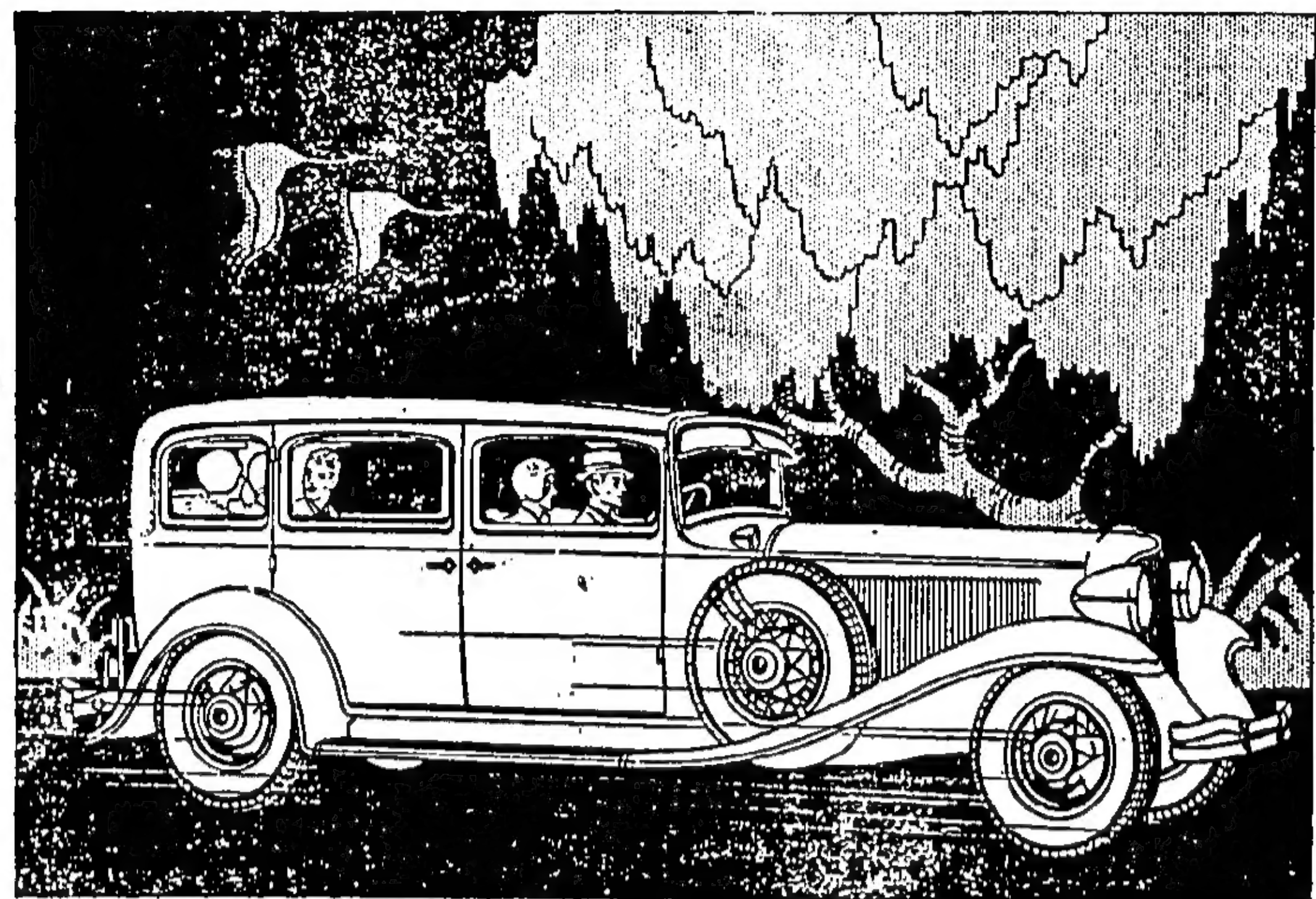
Continental Visits.
The visits of our professional
teams to the Continent have pro-
duced every sentiment except that
of peace and brotherhood, and why
we continue to play France at
Rugby football passes my compre-
hension.

International lawn tennis is little
better and sooner or later will pro-
voke an international scandal. We
can also thank our stars that the

The Hong Kong Electric Co., Ltd. Wm. C. Jack & Co., Ltd.
The General Electric Co., Ltd. and
Anderson Meyer & Co., Ltd.

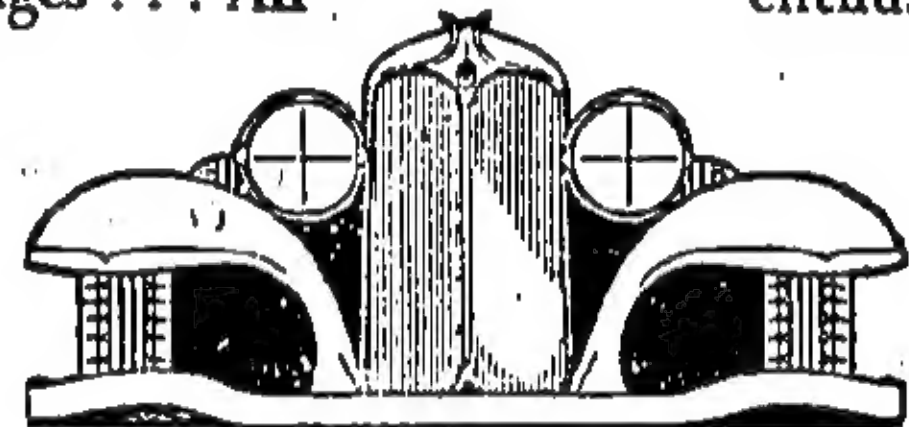
MOTORISTS • THIS IS YOUR PAGE

CHRYSLER STRAIGHT EIGHT



Chrysler Straight Eight . . . An Eight of unusual modern beauty and smartness . . . An Eight of spectacular power and speed . . . An Eight that introduces new degrees of flexibility and smoothness . . . An Eight with Chrysler 4-speed transmission and Multi-Range gear shift, providing two high-gear speed ranges . . . An

Eight with the famous Chrysler weatherproof internal hydraulic 4-wheel brakes . . . An Eight engineered, built and appointed with the most exacting care and precision . . . An Eight so moderate in price that it sets a new measure of fine car eight-cylinder value . . . An Eight every motoring enthusiast should see and drive



THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

AMERICA AND THE BABY AUSTIN.

THEY'RE TICKLED.

These times have gone when we used to smile or scratch our heads when a baby Austin appeared on the scene.

Now U.S.A., meeting for the first time the baby in the flesh, is similarly exercised. No better criterion of the reception now being accorded the Seven is an article in "Motor" (U.S.A.), jointly written by the editors thereof, recording their impressions.

Some of the things they have to say:—

"One of the outstanding impressions after this week of driving is that if a man wants publicity and enjoys being in the limelight, an Austin is worth many times what it costs him. Everybody shows interest in it—little children, old men and women, and people of all degrees of financial standing."

Probably the most common comment concerning it was enthusiastic. "Isn't it the cutest thing?" but it remained for a Negro maid to give a gem of description when she said, "Isn't that the cutest thing? Just like a little baby lamb," and that really does express a feeling people seem to have towards it. Its design is fascinating.

The car can be turned around with manoeuvring in a ridiculously small space. One editor turned it around on the concrete space in front of his garage at home, and it has been driven over numerous lawns and up and down terraces, leaving no damaging marks because of its light weight.

In fact, a favourite stunt is to drive it up to someone's front steps and blow the horn, when everybody comes out and exclamations begin.

It can be parked in a very small space.

Even workmen in the street give it friendly glances. Children of high school age go into ecstasies about it and throughout there seems to be toward it a feeling, not only of curiosity, but of real friend-

liness and toleration. If there is any question as to who gets the right of way it is the little Austin. Big cars hold back and give it all the advantage, with that tolerant, protective air that is the habit of a large dog towards a little one.

It should be an ideal car for high school children and college because it is easy to handle, parks in a small space, is not likely to be driven at excessive speeds, doesn't cost much to run, and has a real lure for youth. Also, it cannot carry a gang.

It seats two people comfortably and any more have to be squeezed in.

And so on. Obviously the baby has caused a stir in the land of big cars.

NEW REGULATIONS.

1,000 Police to Watch Motorists.

It is proposed to form an army of police mounted on 1,000 motor-cars and motor-cycles to carry out the careless and dangerous driving clauses of the new Road Traffic Act that comes into force on January 1, writes Harold Pemberton, Daily Express Motoring Correspondent.

This and other details concerning the new regulations he is making under the Act were given me by Mr. Herbert Morrison, Minister of Transport.

(Continued at foot of next Column.)

CINEMA STAR ENTHUSIASTIC MOTORIST



Lella Hyams, popular motion picture actress, with her Cadillac which she drives to and from the Metro-Goldwyn-Mayer studio in Hollywood, California.

BOYS RIDE 20 MILES ON CAR'S BUMPERS.

Sat on Them in Traffic Block and Then—

HIGH-SPEED CLING.

Three Canning Town boys had the thrill of their young lives.

Two of them rode on the rear bumpers of a powerful eight-cylinder motor-car all the way from Poplar to Stanford-le-Hope—a distance of 20 miles.

And the third rode on the luggage grid of the car as far as Barking.

The Discovery.

The bumper riders were: Tom King, aged 12, of Peter Street, and George Halleham, aged 10, of Clarkson Street.

The luggage-grid rider was: Joe Wright, of Barry Street. It happened this way.

Mr. Reginald Evans, a partner in the firm of Evans Brothers, garage proprietors, West Road, Westcliff, was driving his car home from London when he got held up in a traffic block in Poplar.

At that time the three boys were playing in the street. They were attracted by Mr. Evans' smart car, and two of them sat down on the wing bumpers. The third got on the luggage grid. Suddenly Mr. Evans' car shot out of the traffic with the boys still clinging behind.

Let Mr. Evans take up the story. "Of course," he said. "I knew nothing about it at the time I came down the old London road as I had to make a call at Stanford. No one overtook me. I pulled up the car and went into a shop.

"Great Kids!" "When I came out a cyclist was standing alongside with two boys, who were shivering and half crying.

"The cyclist, whom I had apparently overtaken two or three miles before, said to me, 'Do you know you have brought these two lads from London?'

"I told him it was impossible. He said, 'Yes, they have been on your back bumpers and one has fallen off.' I just said 'Good lord. Put the kids in the back of the car!' I took them right home to Westcliff. "I explained things at home and got a good meal for them. Great kids, I thought they were—not well-dressed, of course—but they must have had a rotten time hanging on behind because my car shifts.

Sent Back By Train. "Well, they would not eat anything except bread and butter. They did not seem to trust a steak and kidney pudding. And when a treacle tart came along they just sniffed. 'We don't like sweetstuffs.' "After the meal I reported the matter to the police, and the lads were put on a train for London."

Their parents were told about it by the police.

Mr. Evans said that the third boy, when the car was running along the Barking road, apparently took a chance and jumped off.

"He fell, but his companions said he got up and ran away and seemed to be all right. Apparently I had slowed down a bit when he left."

This mobile police force will operate throughout the country. The police will remain under the control of local authorities.

Money for the provision of vehicles, one-third of which will be speed cars and the remainder motor-cycles, will come partly out of the Road Fund and partly out of the ratepayers' pockets.

It will come as a surprise to many motorists that the police local authorities who have hitherto warned car owners when their driving licences are about to expire will be forbidden to do so in the future.

"I am going to instruct all licensing authorities to cease sending these reminders. It only leads to trouble," Mr. Morrison said. "Drivers, please, that they have not received their warnings."

He explained the reason why all applicants for the new driving licences must append their signatures to them.

If a policeman believes that a car has been stolen he can ask the driver to write out his signature and compare this with the signature on the licence.

HIGH SPEED ROADS.

American Methods

Mr. E. A. Beverley, managing director of the Texas Company, Ltd., has just returned to Australia after an extensive tour of the United States. During his trip he visited Los Angeles, Kansas City, New York, Michigan, Boston, the New England States, St. Louis and Texas. The outstanding impression that Mr. Beverley gained was the enormous development of good roads since he was last in the States, and the changes in traffic control. The trend of road-making throughout had been toward cutting out right-angle turns, and replacing them with sweeping curves. Furthermore, the abolition of speed limits in the country districts was becoming almost general.

A new departure, Mr. Beverley noted, was the system of express highways which run around most of the cities and towns. These routes could be used by motorists, enabling them to travel at a higher speed in preference to going through the city streets slowly. The traffic moved at high speed on the express highways, and he was astounded at the pace maintained

by most of the motorists. He had considered himself a fast driver, but found that many Americans habitually ran at around 80 miles an hour on trips, while "buses" usually travelled at over 60 miles an hour.

Mr. Beverley expressed the opinion that the unit light system, which is largely used in the States, must eventually become the universal system. By means of red, white and green lights at every crossing, which are worked from one central control, the whole traffic of a city is synchronised. The lights were worked in a similar manner to those in Melbourne, that is, the white light shows as a sign for the traffic to proceed, green for steady or prepare to go, and red for stop. By this means a higher speed could be achieved in the city streets without the risk of a car coming out of a side street. This system also permitted of a greater number of police being stationed around the streets to guard against traffic breaches, rather than utilising their services on point duty.

Questioned as to the petrol price-cutting war in California, which was mentioned in the cables recently, Mr. Beverley said that the companies concerned had already lost millions, as the standard price had

been 21 cents per gallon, which had been reduced gradually, until at one time it was practically given away at seven cents. While on the subject of petrol, Mr. Beverley mentioned that the first "grade" spirit used in Australia was the highest-grade of petrol marketed anywhere in the world, and that the first grade in America generally was not quite equal to the local second grade.

While visiting his company's offices, he was shown the new plane which has been recently designed, and built at the instance of their chief aviation officer—Captain Hawkes. This plane is known as Texaco XIII, and it is expected that it will revolutionise passenger transport. It was built somewhat on the lines of a Lockheed Vega, but had extremely low landing and very high operating speeds. It was confidently expected that passenger planes of this type, which are shortly to be built, will be capable of flying at close to 200 miles an hour.

HARD TRAVEL.

More Awards for Ford Cars.

Ford cars again demonstrated their ability for fast and hard travel when they captured first and third prizes in the recent international automobile race staged by the Polish Automobile Club.

The race covered some 2,000 miles. Starting in Warsaw, the car passed through nearly all the main cities around Poland, such as Lublin, Krakow, Katowice, Pannan, Rydzoszcz, Gdynia, Bialystok and Wilno. They continued along the Russian border to Lemberg and thence back to Warsaw. The race covered six days with stops in all the important Polish cities. First prize was won by a standard Ford phaeton which had been received from the dealer only three days before the race. It was awarded no less than fifteen prizes, the most important being the Golden Victory Cup offered by the Polish Automobile Club. Other prizes were awarded for speed, endurance, performances in mountains, etc.

Another standard Ford phaeton captured third prize.

THE NEW AIR-FLIGHT PRINCIPLE



Come in and inspect the new Air-Flight Principle Tires by Fisk. They are outstandingly more advanced, more dependable in performance, more sensational in Riding Comfort than any tires you have ridden on, regardless of make or price. They embody all the engineering improvements, all the expert craftsmanship, all the accumulated knowledge of a firm with over 31 years of exclusive tire building experience.

In excellence of construction and expert craftsmanship all Air-Flight Principle Tires by Fisk are alike. In price they represent the best that money can buy in their respective fields.

Every tire is a First Quality Tire, priced to fit your personal requirements and built to meet your most exacting demands.

Tires by FISK

Sole Distributors:—

GILMAN & CO., LTD.

4A, Des Voeux Road C.

Telephone 28011.

TRAINING FOR NEXT OLYMPIC GAMES



Clarence DeMar, 41-year-old veteran marathon star, winning the Los Angeles Pre-Olympic Marathon over a field of 24 entrants. Official time checker may be seen accompanying DeMar in a Buick phaeton.

NEW CODE.

Good Manners That Will Become Compulsory.

London, Dec. 3, 1930.

Already we are under the new regime as regards dangerous or careless driving. This is something of a surprise as it had been believed that there would be no change till January 1. What led to the advancement of the date it is hard to guess. At first sight it appeared that the Minister of Transport was in a hurry to get rid of the absurdity of 20 m.p.h. trapping which is still going on.

Actually he has introduced the new system before the old is off, which is a ridiculous anomaly and suggests somewhat disquieting reflections as to whether the official attitude towards motorists has changed very much after all.

Recommendations.

How the dual system or the new system itself will work we shall see in the course of the next few months. Meanwhile, it is worth while to take serious note of the kind of recommendations to be embodied in the new Highway Code which the Minister of Transport is preparing for the guidance of highway users. These recommendations will not be compulsory—at present—but even from the beginning they will have nearly the force of law, because in case of legal proceedings the fact that one or other of the parties involved did not act on them will be considered material evidence.

Overtaking.

For example, one of the items in the Code is expected to be that one should always drive on the left, and only come out to the centre to pass a slower vehicle, in which case a signal should be made in good time both for the driver in front by horn, and any drivers behind by hand or instrument. In case of an accident under such circumstances the question would certainly be asked in court whether the overtaking driver had signalled his intention, and his failure to do so would probably be regarded as "prima facie" evidence of careless driving.

Similarly with overtaking on a corner or on the brow of a hill. Such overtaking is to be discouraged by the Code, and in case of an accident it would be a material point against a driver that in the circumstances described he had disregarded the Code. He would have to try to show that he had some exceptional reason for doing so, and that would be a rather difficult task; the presumption would be strongly against him. Indeed, I should say that if one of the new motor police were on the spot and observed a driver overtaking on a corner he would deal with it at once as a breach of the provisions of the Act itself against careless or even dangerous driving—and that even if no accident resulted.

Cross-Roads.

In regard to cross-roads, the Code is expected to give the only rational advice—that the drivers on "minor" roads should give precedence to those on "major" roads, but that drivers on "major" roads should exercise care at road junctions. This of course takes no cognisance of the problem how to tell which is a "minor" road. That, no doubt, will be solved some day; meantime the motto is—"When in doubt, go slow."

Stationary Cars.

There will, it is understood, be a warning which should be, but is not, superfluous against leaving a

LEAD THE WAY

ON A

B.

S.

A.

Sole Agents:

SINCERE'S

car or any other vehicle standing between a white line and the kerb. I do not know what the exact wording of this may be, but it should be made clear that even if it is absolutely necessary to leave a vehicle for a few minutes inside a white line at a blind corner, it should not be left on the far side of the corner but on the near side where an oncoming driver can see it.

A car, again, should never be left standing with the headlights on, and it should always be left with the sidelights facing the way of the traffic, even if that means turning the car round.

Horn and Lights.

Experienced motorists will be glad to see the recommendation to use the horn sparingly. On the other hand, they will expect that police and magistrates will give up their too familiar habit of asking indiscriminately: "Did the driver sound his horn," as if that were necessarily a test of careful driving.

It is understood also that the Code will pronounce against "blackening out," but the wording of this may be open to criticism. Apparently the draft which has been seen says simply, "There is no need to extinguish the headlights. It would be better to say definitely, 'Headlights should be dipped or dimmed, not extinguished.' Of course, there are still a good many old cars on the road with no provision for dipping or dimming, and their drivers must just do the best they can. They can either black out and go slow or arrange their headlights to cause as little inconvenience to others as possible.

Other Peoples.

It is particularly gratifying to motorists to observe that sound advice is also to be given to pedal cyclists and pedestrians. The former are counselled never to ride more than two abreast, and to get into single file when signalled by an overtaking motorist. They are also to be warned to keep to the left and it would be a good thing if they were warned against the irritating and dangerous practice of splitting parties into sections on both sides of the road.

Pedestrians are told that they should always walk on the pavement where there is one, and that it is advisable to keep to the left on the pavement so as to face approaching traffic. Whether pedestrians will obey these recommendations remains to be seen; certainly they will take longer to educate than motorists will.

However that may be, our first concern is with ourselves, and when the new Code comes out it is to be hoped that all motorists will study it carefully and get into the habit of acting upon it. As has been said, it is likely to have some of the force of law from the beginning, and eventually it is very likely to be made compulsory.

BATTERY TROUBLE.

An Inquiry by Motor Cyclist Answered.

An inquiry concerning a practically new motor cycle battery which is leaking, although it appears to be quite sound, was shown to the technical adviser of the Royal Automobile Club (Mr. Mason) W.A., who supplied the following remarks:—

"The brevity of your description of the trouble you are experiencing with the battery of your motor cycle makes it difficult to understand why you believe the battery to be leaking. If it is that the battery requires frequent 'topping up' with distilled water, it may be that the charging rate of your generator is too high and is causing excessive evaporation due to overcharging. There may, of course, be an invisible leak in the battery case, in which event I would advise that you return the battery to the maker for his examination, as any battery carries a guarantee (usually of 6 months). If the bracket which holds the battery has on it a white deposit, this is not a sure indication of a leaking battery, as the splashing of the acid when travelling and the escape of gas at all times will cause corrosion to be set up on the battery bracket. You have apparently misunderstood your instructor regarding the coating of the battery with vaseline. The correct procedure is to keep the battery terminal clean, and smeared with vaseline, that 'creeping' of the acid and consequent deterioration of the terminals will not be permitted to take place to any marked degree."

LIGHT CAR RECORDS.

The Vacuum Oil Company (W.A.) have received cable advice that S. C. H. Davis, driver, with L. C. Goodacre, mechanic, as passenger, in an Austin seven, broke 17 records in a 750 c.c. class (flying start) at Brooklands, London, flying kilometer a speed of 89 m.p.h. was attained. In a run of 12 hours an average speed of 81.71 m.p.h. was maintained. In all these records Mobilol was used exclusively.

THE CARBURETTER.

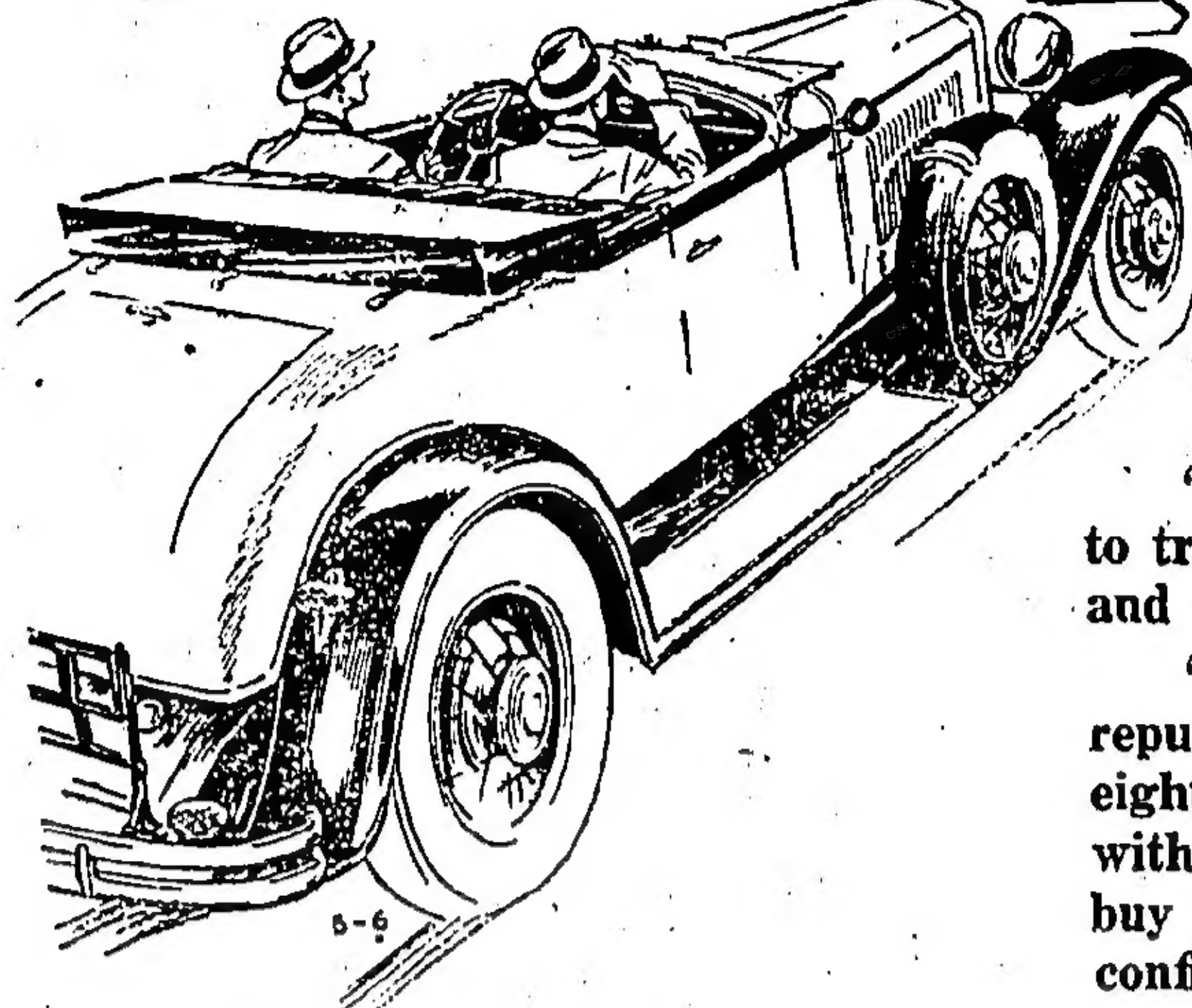
Automobile Club Lecture.

Realising that a variety of carburetters are employed in the different makes and models of modern cars, the technical adviser of the Royal Automobile Club Perth W.A., (Mr. H. Mason) adopted a novel method of satisfying every car owner present. First of all, he himself dealt with carburetters as a whole, and then divided his audience into five groups, placing each group in charge of a patrol. Descriptions and explanations were then given by the different patrols of carburetters attached to the various makes of cars.

Mr. Mason said that at previous lectures his audience had learned how the spark which ignites the mixture of petrol and air in the cylinders of a car is produced. They learned also how the liquid petrol is made to flow continuously to the carburettor. It now remained for an explanation to be given as to how the correct mixture of petrol and air is made to be present in the cylinders in the form of vapour, because liquid petrol will not burn. The carburettor (the bowl of which contains petrol) is attached to the intake manifold, and the only other openings in the intake manifold are into the cylinders, and valves are placed in the cylinder block so that the opening between any cylinder and the carburettor may be opened and closed at a required time. The connecting rod has its big end attached to the crankshaft, and the gudgeon pin connects the little end of the connecting rod to the piston. The piston is therefore moved downwards in the cylinders as the crankshaft rotates. The camshaft is connected to the crankshaft by means of toothed wheels, and the cam on the camshaft is therefore rotated as the crankshaft turned, so causing the intake valve to lift. Air will now rush through the carburettor to fill in the space recently occupied by the piston. As that air passes the jets of the carburettor, it will pick up particles of petrol and swirl them about until the air and petrol mix sufficiently to form a petrol vapour, and that petrol vapour will continue to flow into the cylinder until the piston reaches the bottom of its stroke. The intake valve then closes. The crankshaft continues to rotate and the piston moves upwards, compressing the charge of petrol vapour in the top of the cylinder. The spark now occurs at the plug points and ignites the mixture, causing it to expand very violently, so driving the crankshaft. This stroke of the piston, which occurs during the expansion of the gases, is known as the power stroke. The piston again moves upward—the exhaust valve opens and the burnt gas is pushed out through the exhaust pipe and silencer to the outer air. This stroke is called the exhaust stroke. After the piston has completed its exhaust stroke, the exhaust valve closes, the intake valve opens, and the two revolutions of the crankshaft again commence. The four strokes of the piston which coincide with the two revolutions of the crankshaft are known as the suction stroke, the compression stroke, the power stroke, and the exhaust stroke.

Use of the Flywheel.

As there is only one useful driving stroke in every four, the action of a petrol engine is inclined to be jerky. Take a single cylinder engine running slowly. On the explosion stroke the piston drives the crankshaft, but the crankshaft has to drive the piston during the upward compression stroke, and all these movements represent loss of power. In fact, unless outside assistance, such as a flywheel, were provided, the engine would, at a slow speed, come to a standstill. The flywheel is a heavy circular mass of metal, and is mounted on a flange at the rear end of the crankshaft. It absorbs the jerky action of the engine, and keeps the crankshaft running at a smooth and uniform speed. In a four-



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line—and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

The new Buick, in all series, reflects—even more than any previous Buick has—the supreme value for the money that only an organisation like Buick and General Motors could possibly give.

Why not let us demonstrate the new Buick to you to-day?

114" Wheelbase Buick Models		G\$1,530 to G\$1,655
118" Wheelbase Buick Models		G\$1,820 to G\$1,930
124" Wheelbase Buick Models		G\$2,160 to G\$2,195
132" Wheelbase Buick Models		G\$2,160 to G\$2,705

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

cylinder petrol engine, an explosion takes place for every half revolution of the crankshaft. In other words, there is an explosion for every stroke of the piston. This gives an even distribution of the load, and hence a smooth-running engine.

To obtain from the engine the highest possible efficiency a correct mixture must be supplied to the cylinders, and extensive research and experiment is continually going on with a view to so placing the parts of the carburettor as most effectively to mix the petrol and the air. The jet or jets through which the petrol is supplied are on some carburettors made adjustable; some carburettors have several fixed jets; some, several adjustable jets, while others have some fixed jets.

In the course of the lecture, an interesting mixture table was explained to the audience. The table is given below and deals with the number of pounds of petrol mixed with 100lb. of air and with an open throttle running. One pound of petrol occupies approximately 45 cubic inches and one pound of air, 23.192 cubic inches.

(A) 4.5 pounds or less of petrol: non-explosive; (B) 5.4 pounds: leanest mixture that will fire without missing in an average engine (C) 6.2 pounds: a true firing mixture in hot engine giving most miles per gallon; (D) 7.8 pounds: leanest mixture for maximum power. Slightly too rich for greatest economy; (E) 12.5 pounds: richest mixture that will fire regularly in an average engine; (F) 18.2 pounds: will fire, but will load badly; (G) 15 pounds: non-explosive in hot engine; (D-E) mixture range from 7.8 to 12.5 pounds: although the engine will seem to the driver to be giving perfect performance, mixtures in this range cause excessive carbon deposits, frequent valve grinding, dilution of oil supply, and poor petrol economy; (C-D) ideal mixture range, 6.2 to 7.8 pounds: the lower end of this range gives the maximum miles per gallon, and the higher end the maximum power. Carburetion that is always within this range delivers ideal engine performance.

BATTERY MANUFACTURE.

One of the most powerful manufacturing organisations in the world stands behind the Exide battery. Already these batteries are being made in Britain, Australia, America, Canada, and Italy. In Britain they are made by the Chloride Electrical Storage Co., Ltd., of Manchester. This organisation also controls the manufacture of Exides at Associated Battery Makers of Australia, Ltd., of Sydney, where batteries for cars, aircraft, wireless, home lighting, train lighting, etc., are made. Between all these factories there is a complete interchange of the fruits of intensive research and of technical knowledge, and progress resulting from battery experience in every part of the world.

Lead is an important constituent in the manufacture of batteries, and realising the danger to health of operatives working lead and lead compounds, Exides have spent a great deal of money in research on the subject of lead poisoning and its prevention. At the Australian factory the fruits of this are to be seen in the form of the elaborate measures which are claimed to set up a new standard for the protection of the health of employees in that country.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Co., 33, Des Voeux Road. C. Tel. 25844.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27764.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

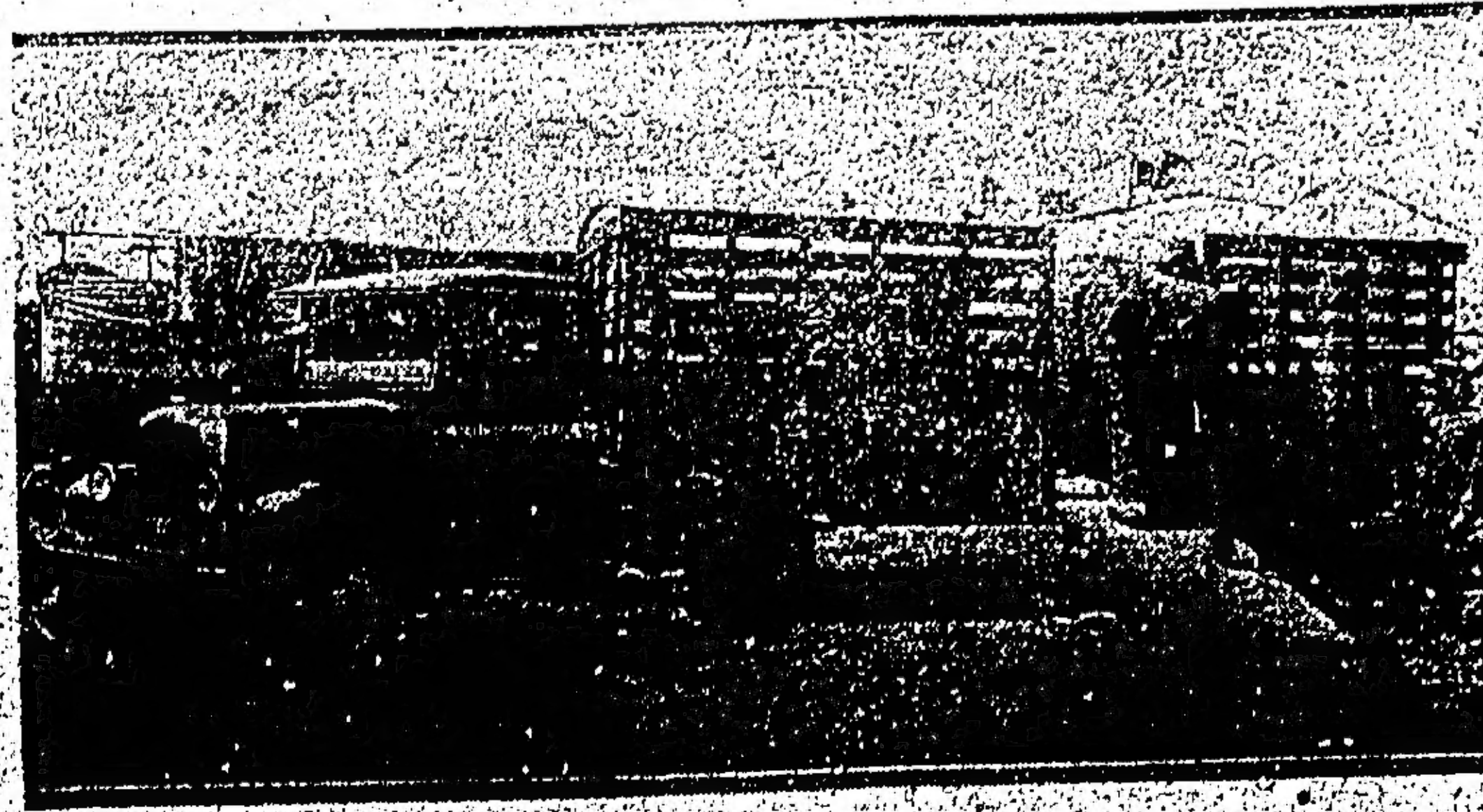
MOTOR OILS.

CARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56233.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22235.
MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

THE CIRCUS WAGON GIVES WAY TO THE MOTOR TRUCK



Jumpo, the elephant, and an important member of an American circus, reluctantly leaves his private trailer in which he travels comfortably and quickly behind a high-powered General Motors Truck. Many travelling shows have turned to motor trucks for transportation.

SEND IT HOME.
"OVERLAND
CHINA
MAIL"
CREAM OF THE WEEK'S NEWS
READY TO-MORROW
25 Cents. 25 Cents.

China Mail

Thursday, January 8, 1931.
Eleventh Moon, 20th Day.

ESTABLISHED
1845

大英元月八號 禮拜四
中華民國庚午年拾壹月二十

HONG KONG, THURSDAY, JANUARY 8, 1931.

Perfumes
Are New Year Gifts in Exquisite Taste.
THE PHARMACY
A.P.C. Building. Tel. 20345.

THE BLUE FUNNEL LINE
REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.
"BARPEDON" 21st Jan. For M'les, L'don, W'ham & Glasgow
"PHILADELPHIA" 28th Jan. For M'les, L'don, W'ham & Glasgow

LIVERPOOL SERVICE.
"MENTOR" 20th Jan. For Liverpool, W'ham & Glasgow
"LAOMEDON" 27th Jan. For Liverpool, W'ham & Glasgow

PACIFIC SERVICE.
(via KOBE & YOKOHAMA.)
"KION" 8th Jan. For Victoria, Vancouver & Seattle
"TYNDAREUS" 15th Jan. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.
"HELENUS" 9th Feb. For New York, Boston & Baltimore
via Davao, Cebu, Manila & Singapore

INWARD SERVICE.
"PATROCLUS" Due 9th Jan. For Shanghai and P'osen
"AUTOMEDON" Due 18th Jan. For S'hai, M'li, Kobe & Y'ham

PASSENGER SERVICE.
"PATROCLUS" Sails 10th Jan. For Shanghai and P'osen
"BARPEDON" Sails 21st Jan. For S'hai, M'li, Kobe & Y'ham

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire,
Agents.

CENTRAL THEATRE

TO-DAY AND TO-MORROW
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.



SHE LOVES HIM!
(Fredric March) in a selfish love who wants all her love rights to keep her from what she wants most, and she is mad about him!



BUT
HER EX-HUSBAND
(Ruth Chatterton) in a selfish love who wants all her love rights to keep her from what she wants most, and she is mad about him!

"SARAH AND SON"

with **Ruth Chatterton**
Fredric March
A Paramount Picture

You'll feel you really know Sarah! She's an amazing woman whom you'll marvel at. You'll thrill with her. Laugh with her. Weep with her. For Ruth Chatterton brings you one of the outstanding dramatic performances ever seen on the screen. In Timothy She's best-remembered story.



NEXT CHANGE

Musical Monarch of the Movies!
DENNIS KING
The British Actor-Star

"THE VAGABOND KING"

with **JEANETTE MACDONALD**
Hear Dennis King sing "Only a Rose."
Hear Jeanette MacDonald sing "Love Me Tonight."
All in "Colour!" You'll never forget it!

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, Business Manager, at 10, Wyndham Street, Hong Kong.

ORIENTAL JEWELS AMAZE LONDON.

Priceless Treasures of Persian Art.
PROTECTED BY RAYS.

Rugby, Yesterday.
Treasures of extreme beauty, nominally valued at £5,000,000, but in reality priceless, are displayed in the International Exhibition of Persian Art, which opened at the Royal Academy in London to-day.

The exhibits come from twenty-seven countries, thanks to the generosity of numerous Governments and private owners, including King George and the Shah of Persia. Representing the whole art of Persia for about twenty-five centuries, not to mention early pottery dating 3,000 B.C., it contains objects of the widest scale of materials, from architectural fragments to manuscripts and miniature paintings, from bronze to silk, from superbly designed carpets to historic and beautiful jewellery.

The exhibition, which is without precedent in its scope, is attracting visitors from all over the world. The greatest care has been taken to ensure the safety of the exhibits, and the Shah's jewels are protected by the radiovisor invisible ray. Immediately an unseen beam around the jewels is interrupted by any object, red lights flash and alarms sound in parts of the building. Even the tip of an umbrella is enough to break the circuit.—British Wireless Service.

FROST AND FOG.

TRAFFIC DISORGANISED IN BRITAIN.

SKATING IN THE NORTH.

Rugby, Yesterday.
Frost and fog, which have been experienced in most parts of Great Britain for several days, and had been particularly severe yesterday, continued to-day, although conditions have somewhat improved.

The fog, which in places caused disorganisation of the train, road, and waterborne traffic yesterday, is less dense to-day, and in London normal services are being maintained without delay.

Racing and hunting was cancelled, and skating was general in the north.

The fog yesterday caused the 6,000-ton steamer Nurtureton, of Newcastle, to run ashore at Dungeness; and the Wallasey ferry, with 400 passengers aboard, ran aground about fifty yards from her objective at Seacombe landing stage. No panic or casualties occurred in either case.—British Wireless Service.

LIKIN SITUATION IN CHINA.

"Business" Taxes Imposed Instead.
RAISING FUNDS.

Peking, Yesterday.
The likin situation in North China is still somewhat obscure. It appears that while the provinces have announced to Nanking that likin and all "illegal" taxes have been abolished, new "consumption" and "business" taxes are replacing likin, while some likin stations are still open in Hopei and elsewhere.

Some foreign reports from Manchuria state that likin is being still collected there. A Chinese report from Tientsin states that General Chang Hsueh-liang has requested Mr. T. V. Soong to go to Tientsin to discuss the likin problem, the means of raising funds to take its place, and the finances connected with reorganisation and rehabilitation of the Shansi and Kuomintang troops.

The Kirin Governor, Chang Tso-hsiang, is reported to be going to Tientsin very shortly for discussions with Chang Hsueh-liang, hence the Tientsin conference continues to grow in importance as well as the length of its duration.—Reuters.

BANK OF KOREA.

SOVIET SHOWS NO SIGNS OF AGREEMENT.

FINE TO BE REDUCED.

Tokyo, Yesterday.
It is learned on good authority that negotiations are going on in Moscow regarding the closure of the branch of the Bank of Korea in Vladivostok, but that the Soviet is not showing any sign of agreeing to the cancellation of the closure order, though it will probably reduce the amount of the fine and the proposed levy.

In the meantime, the question of the payment for fishery leases, which has a close bearing on this issue, is being treated as separate matter. It is understood that the Soviet Ambassador here has been instructed to offer about 60 per cent. rebate of the amount payable, which will have much the same effect as though the payment was made through the Bank at the Bank's rouble rates.—Reuters.

MANSON HOUSE.

ALTERATIONS TO COST £57,000.

Rugby, Yesterday.
The work of dismantling the Mansion House, London, which is being altered and repaired at a cost of £57,000, has begun.—British Wireless Service.

RED HORDES FORCED TO RETREAT.

To Be Exterminated "Once and for All."
BANDITS FLEEING.

Canton, Tuesday.
Under pressure by the different routes of the Nationalists, the Red hordes have realised that they cannot keep up a stand in southern Kiangsi any longer and are beginning to retreat towards the Kiangsi-Fukien border, where they are, however, expected to be intercepted by the Fukien troops.

The Cantonese forces have determined closely to follow up and exterminate the bandits once and for all, in spite of the fact that the latter are not going to bother the Kwangtung border. Keen observers therefore predict that the Communist-bandits will be totally suppressed in Kiangsi within the period of one month.

Hainan Island.

Chief of Staff Chen Ting of the 4th Naval Headquarters, who was under order in proceeding to Kiangchow last month for bandit suppression, has now accomplished his mission. The large number of bandits have been seriously crushed by his marine, while the small gang was captured by the local militia. Peace and order has again been restored in Hainan Island and its vicinity. Mr. Chen will return to Canton before January 10, it is reported.—Canton News Agency.

PRIESTS RESCUED.

PROVIDED WITH \$1,000 FOR TRAVELLING EXPENSES.

ITALIAN GRATITUDE.

Nanking, Tuesday.
General Lu To-phing, Chairman of Kiangsi, telegraphed from Ki-an on December 27 reporting the safe arrival of nine foreign missionaries, recently rescued near Tungku in south Kiangsi; and that he provided them with \$1,000 as travelling expenses. The Italian Charge d'Affaires Signor Cordini, wired from Peking on December 30 thanking the National Government for their rescue of the Kiangsi Italian Missionaries.—Canton News Agency.

REBEL RELEASED.

INDIAN WHO DEFIED POLICE BAN.

Coimbatore, Yesterday.
V. J. Patel, who was sentenced to six months' imprisonment at the beginning of September for defying the police ban on meetings, has been released owing to ill-health.—Reuters.

AMUSIMENTS
AT THE **QUEEN'S** TO-DAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20.

LON CILANEY
talks-
in 5 different voices

THE UNHOLY THREE
NEXT CHANGE

JOAN CRAWFORD
in **OUR BLUSHING BRIDES**
with Robert Montgomery, Anita Page, Dorothy Sebastian, Raymond Hackett

YATREN 105
as a prophylactic against **DYSENTERY**
Obtainable of all chemists.

CONRAD NAGEL **MYRNA LOY**
IN **"State Street Sadie"**
AT THE **STAR** TO-DAY TO SATURDAY
AT 2.30 & 5.20

TO-DAY ONLY
AT 2.30, 5.20, 7.20, 9.20 P.M.
"DAMES-AHOY"
With Glenn Tryon, Otis Harlan, Gertrude Astor, Helen Wright and Eddie Gribbon.
AT THE **MAJESTIC** Nathan Road, Kowloon.
Booking at Montre's and at Theatre.